

MAY, 1943

VOL. 42, NO. 5



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A Chilton Publication

Published Monthly by
DISTRIBUTION and WAREHOUSING
PUBLICATIONS, Inc.

100 East 42nd Street,
New York, N. Y., U.S.A.

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Warehousing Publications, Inc.
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Subscription Rates

United States\$3.00 per year
Canada 3.50 per year
Foreign Countries 4.00 per year
Single Copies, 30c. each; except January Issue,
which is sold only in connection with a
regular annual subscription

Acceptance under the Act of June 5, 1934,
at New York, N. Y., authorized Feb. 8, 1939.

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FIELDS SERVED BY DW

The publication in which shipper, carrier, receiver, warehouseman and equipment manufacturer meet on common ground to obtain and exchange ideas and suggestions for more efficient and economical distribution of raw materials and finished products. D and W is a clearing house of information for all who are interested in:

SHIPPING by air, highway, rail and water, of raw materials and finished products of all kinds, from points of origin to points of ultimate destination. D and W insists that efficiency and economy are as imperative in transportation of commodities as in manufacturing and selling.

HANDLING . . . of raw materials and finished products, in bulk, in packages, and in palletized units, for and during production, transportation, storage and distribution. D and W submits that handling costs are a vital factor in determining profits.

WAREHOUSING . of raw materials, finished products and miscellaneous supplies for any or all of the following reasons: as collateral for loans; to anticipate seasonal buying; to obtain lower rates by making bulk rather than l.c.l. shipments; to have spot stocks readily available at important market centers; as an aid in developing new markets. D and W maintains that, for efficient and economical distribution, intelligent and practical warehousing is indispensable.

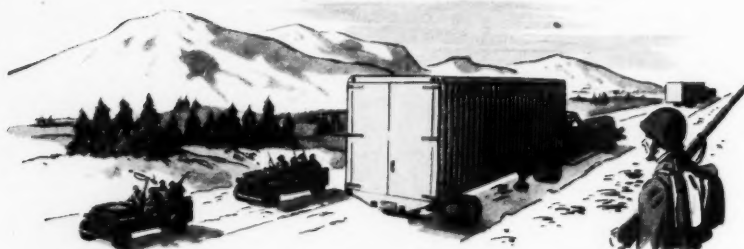
DISTRIBUTION . . of anything anywhere from points of origin and production to points of ultimate use and consumption whether sectional, national or international. D and W takes the position that more efficient and economical distribution is the present major problem of modern business.





Short Cut to Tokyo

VIA THE ARCTIC CIRCLE

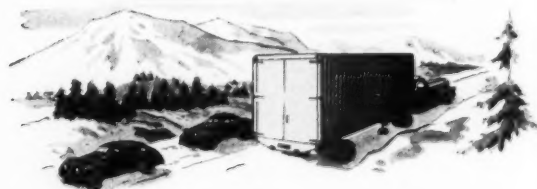


Alaskan "sourdoughs" said it couldn't be done when they heard that a modern, two-lane highway was proposed that would connect their ice-bound frontier with the industrial cities of the United States.

But the great Alcan Highway is finished! . . . A 2,000 mile engineering "miracle" that dropped weeks from an "impossible" schedule. Today,

trucks and trailers are rolling on this great highway, "highballing" supplies and munitions to air bases within bomber range of Japanese territory.

And in 194-? the Alcan Highway will be ready for a peacetime job. And so will Trailmobiles—the new, post-war Trailmobiles—carrying supplies and materials that this fast-developing frontier of America will demand.



In solving the problems of how to keep supply channels open to modern, fast-moving armies, facts are being uncovered . . . facts that will doubtless have important commercial applications. Much of this information is now set forth in a booklet entitled "Logistics—the Science of Moving Armies and Supplies." A copy is available, free of charge, to persons now engaged in the transportation of freight and merchandise.

TRAILMOBILE



Tomorrow's Trailmobiles are being built on the battle-fronts of today

THE TRAILER COMPANY OF AMERICA
Cincinnati, Ohio Branches in All Principal Cities

Send for this free booklet!

Pin this to your company letterhead and mail today for your free copy of "Logistics—the Science of Moving Armies and Supplies."

Name _____ Position _____

NOTICE: Distribution of this book is restricted to persons now actively engaged in the transportation of freight and merchandise.

STOP Trailer Tail Lights

The Alcan Highway goes through country that was once labeled "impassable" to dog teams.

There are over 300 trailers organic to a complete Infantry Division of the U. S. Army.

When roads now under construction are completed, it will be possible to drive from Nome, Alaska, to Buenos Aires.

One of the wartime Trailmobiles carries two complete pontoon boats and equipment weighing over 20 tons.

There are more than 5,000,000 vehicles in U. S. truck fleets, more than all the rest of the world combined.

Editorials . . .

Pennants for Warehouses

WHY shouldn't public warehouses receive Army-Navy E pennants? Many warehouses are just as much entitled to ratings of excellence for war work as are industrial plants. A large number of warehouses today are performing extraordinary and indispensable public service. Without them the movement of war materials from factories to ports could not be handled.

Officials of ODT have corroborated this repeatedly. Director Eastman, in his recent report on the warehouse industry, said of public warehouses, that "without such reservoirs for controlling the flow of goods, freight cars could not be loaded or unloaded quickly, other equipment would be tied up, and the whole transportation system would become clogged."

Since Pearl Harbor, the warehouse industry has rendered invaluable service to the country. As an industry, it is essential in peace; indispensable in war; irreplaceable under any system of economics. It is entitled to public recognition equal in kind to that accorded manufacturing, fabricating and shipbuilding. Many warehousemen and their staffs have taken on extra work "over and beyond the call of duty," in connection with the handling, storage and shipment of needed war materials.

We submit, therefore, as a matter of equity, to say nothing of its effect upon morale, that public warehouses active in war work are entitled to and should receive Army-Navy E pennants, or some other equally suitable official emblem, in recognition of excellent and meritorious service performed in time of war for the government and people of the United States.

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Latin American Opportunities

POSTWAR developments in Latin America are likely to open new markets there for North American commodities of all kinds. There are many reasons; the most cogent may be condensed into one word: necessity.

Necessity has compelled us to hasten construction of highways linking the United States with the Panama Canal; it has forced us to extend lend-lease facilities to Central and South American countries; it has impelled us to send engineers and other technical specialists there to expedite production and shipment of sorely needed war materials; it has caused us to invest heavily in equipment and labor to get needed raw materials quickly; it has required us to extend loans to Latin American governments, and has made us more intelligently aware of the great agricultural, mineral and industrial potentialities of Latin America.

Many products that formerly came to us from Ma-

laya, China, Russia and other places are now being mined or grown at our own back door, so to speak. Rubber is now being produced in Brazil, Mexico and Costa Rica. Tea is being grown in Peru. Cuba can produce one crop more a year of silk cocoons than Japan. Tin, manganese, copper and hemp will come to us in ever increasing quantities from Latin America. Reciprocal trade, under the circumstances, is desirable and necessary.

As John B. Glenn, president, Pan-American Trust Co., recently told the Society of Security Analysts, "Latin America offers the most promising field for immediate development in the entire world." Having spent the greater part of the past 20 years there, Mr. Glenn qualifies as an authority. He estimates that United States exports to Latin America can be increased more than \$1,000,000,000 a year, if we buy things we need there instead of from former sources, and if we intelligently study the conditions and trade requirements peculiar to each of the Latin American countries.

The potentialities are enormous, and, as Mr. Glenn suggests, well worth study before impoverishing ourselves by attempting to rebuild the bankrupt nations of Europe.

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Why Junk Them?

REPORTS from Washington indicate that some of those directing the synthetic rubber program favor abandonment of those facilities after the war. It seems incredible. Some people apparently never learn from experience. Vice-President Wallace, whose judgment in practical affairs seems to be influenced by a naive and quixotic idealism, is said to favor government maintenance of a few small experimental synthetic alcohol-rubber plants, and a resumption of pre-war importations of crude rubber from the Far East.

Rubber Director Jeffers is opposed to this. "I'm not in favor of junking anything," he declared recently, adding, "I think we'll develop synthetic rubber in this country that will take care of our needs."

Mr. Jeffers, however, would not eliminate imports of natural rubber. He believes South America may become an important postwar source of supply. "We should always have insurance against failures," he believes. "We ought not to gamble again in rubber."

Mr. Jeffers is absolutely right. To allow the synthetic rubber plants, in which we have invested over \$700,000,000, to be junked after the war would be inexcusably stupid. We do not believe the American people will tolerate it. Once this war is won, some of the economic theorists now in office will find out that Americans are neither guinea pigs nor fools.

Tax Coordination Urged by Experts

Declaring that there is a "compelling need for coordination of federal, state and local taxes on income, inheritance, tobacco, liquor gasoline, motor vehicles and general business activities," the Committee on Intergovernmental Fiscal Relations, in a recent report based on a two-year study, made a number of specific recommendations to Secretary of the Treasury Morgenthau.

Coordination of federal and state income taxation is of first importance, the committee said, "because it is in this field that multiple taxation, tendencies toward interstate migration of wealth and industry to escape taxes, and high compliance costs are most prominent."

The report suggested improvements by which the federal government would make state income taxes deductible on an accrual basis.

States should not be asked to surrender the income tax, the report said, but should surrender to the federal government responsibility of determining jurisdiction; that is, what is within the territorial province of each state to tax. This would strike at multiple income taxation, notably multiple taxation of the incomes of corporations.

Package Awards . . .

Adel Precision Products Corp., Burbank, Cal., has been named as a prize winner in the 12th annual All-American Package Competition, sponsored by Modern Packaging. The Adel award is for a set of special cellophane bags used to package the company's replacement and extra parts for aircraft anti-icing and hydraulic systems. In making the award, judges considered the necessity for protecting such small metal parts for war use. It has been found, it is said, that these cellophane bags add to the protection of the parts against unusual exposure.

Special awards were made to Reynolds Metals Co., for developing a laminated packaging material for protecting bandages; to Ohio Boxboard Co., for a fruit shipping box made of corrugated paper and scrap ends of wood; to Basic Meat Products Co., for a paper container in which meats can be processed, said to be able to withstand 350 deg. F., to F. N. Burt Co., for developing paper sifter-top cans.

In all 32 awards were made from a list of entries totalling 8,000.

6—D and W, May, 1943

Scheduled Meetings . . .

JUNE

- 2-3—Diesel engine, fuels and lubricants meeting, Society of Automotive Engineers, Carter Hotel, Cleveland, Ohio.
- 3—Annual meeting, Southwest Shippers Advisory Board, Dallas, Texas.
- 5-6—National transportation and maintenance meeting, Society of Automotive Engineers, Hotel Pennsylvania, New York City.
- 9—Regular meeting, Trans-Missouri-Kansas Shipping Board, Wichita, Kan.
- 9-10—War-time food conference, Grocery Mfrs. of America, Waldorf-Astoria Hotel, New York City.
- 9-10—War materials meeting, Society of Automotive Engineers, Book Cadillac Hotel, Detroit, Mich.
- 17—Regular meeting, Southeast Shippers Advisory Board, Ansley Hotel, Atlanta, Ga.
- 22—Regular meeting, Ohio Valley Transportation Advisory Board, Deshler-Wallick Hotel, Columbus, O.

Post-War Buying . . .

Increased buying power after the war should be produced by giving people more value per dollar, instead of paying higher wages in terms of dollars, according to a post-war pricing survey by Trundle Engineering Co., merchandising, and manufacturing analysts. This method, it is said, will avoid inflation and assure survival of capital goods industries. Transition to peacetime activities is expected to cover approximately three years.

Uniformity Asked In Freight Rates

With the Interstate Commerce Commission's revocation, until Jan. 1, of the general freight rate increases it granted a year ago, and with publication of the Tennessee Valley Authority's report on regionalized freight rates, termed a "barrier to national productivity," renewed efforts for uniform rates are being made by southern and western shippers.

E. L. Hart of the Atlanta traffic bureau in recent testimony before ICC, advocated substitution of eastern territory rates for present southern rates. In a prepared brief, Mr. Hart declared the economic status of the south was that of a "colony."

"It has been amply demonstrated," the TVA report stated, "that the strategic portions of the rate structures affecting high-grade manufactured goods are much higher in the southern and western parts of the country than they are in the region north of the Ohio and Potomac and east of the Mississippi."

"It now seems evident that these inequalities are founded not on regional differences in the cost of operating railways, but on differences in rate-making policy."

"This situation impedes and in some degree prevents the larger scale development of industrial enterprises in the south and west."

QM GENERAL TO SPEAK



. . . Maj. Gen. Edmund B. Gregory, Quartermaster General, United States Army, is shown here accepting from Bob White, president, Grocery Mfrs. Sales Executives of Chicago, an invitation to attend an all-day meeting, Thursday, May 20, at the Drake Hotel. Looking on is James Canepa, treasurer of the organization. Gen. Gregory is scheduled as the key speaker at the meeting which nationally known food processors, manufacturers, farmers, and business executives, will attend to learn more about the Quartermaster Corps food procurement methods.



Conway Studios

H. S. Webster, Jr.

Harry Webster Elected Vice President of D and W

H. S. WEBSTER, JR., general manager of D and W was elected vice president of Distribution and Warehousing Publications, Inc., April 13 at the annual meeting of the Board of Directors. He was formerly secretary of the corporation, having held that position since 1928. In 1937, he was appointed general manager of D and W and still continues in that capacity and as a member of the Board.

Mr. Webster, who is well known to many readers of this paper, began his publishing career in 1916 in the circulation department of the Class Journal Co., then a subsidiary of the United Publishers Corp. When the United States declared war against Germany the following year, he resigned his position and enlisted in the U. S. Marine Corps, with which branch of the armed forces he served in France during World War I.

After the war, he returned to the Class Journal Co. as assistant to the late Andrew K. Murray, then manager of *The Tire Rate Book*. In 1924, Mr. Murray and Mr. Webster were appointed manager and assistant manager respectively of *Distribution and Warehousing*, which at that time was one of the publications of the Class Journal Co.

The following year, a separate corporation was formed by the parent organization, now the Chilton Co., to publish *Distribution and Warehousing*. In 1941, Mr. Webster received a silver plaque from his associates commemorating his 25th anniversary with the company.

Before entering the publishing business, Mr. Webster had several years' experience in the industrial motion picture field during the period when the general public paid theatre admissions to see, not only the regular features and serials, but also motion pictures produced expressly for national advertisers. His experience in that industry ran the gamut from office management and selling through camera work and technical supervision to acting and directing. He directed a battery of cameras at the opening of the transcontinental telephone line between New York and San Francisco, and had the privilege of listening in to the voices of the A. T. & T. and municipal officials as they commemorated the occasion which was duly recorded in motion pictures.

In electing Mr. Webster to the vice presidency of D and W the Board paid tribute to his executive ability, integrity and courage as a publisher.



Highway from ALASKA

... Construction of the Alcan Highway has opened acres of virgin territory in Alaska and Western Canada and may make possible development of oil and mineral deposits that have never been exploited.

... prospecting in Western Canada. Oil and mineral deposits hitherto inaccessible are now being explored.

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be built in time to be of military service. Yet through 1670 miles of uncharted wilderness, battling sub-zero temperatures and mud, Yankee guts and Yankee equipment completed the job several months ahead of the scheduled record-breaking time set by Army engineers.

The first through trip on the highway climaxed months of yeoman service rendered by many trucks and trailers in the actual construction of the road. The dependability of these modern trucks, and that of the big bulldozers, tractors and other modern mechanized equipment is said to be the biggest single factor in the early completion of the highway.

Originally contemplated merely

MILITARY necessity is largely responsible for bringing into being an important part, at least, of the long-dreamed-of Inter-American Highway. Much of it is still to be started, but major portions are already finished and in use, while other links are now under construction. By fall, it is believed, an artery of highways linking Alaska and the Panama Canal will have been completed. The Alaskan-Canadian highway, better known by the contraction Alcan, was finished last winter. Mexico with the aid of funds from this country is rapidly extending her highway network. The Central American Republics are cooperating with the United States in speeding construction of the remaining links in the 8,000-mile chain that will connect two great bastions of our national defense—Alaska and the Panama Canal.

Construction of these highways are bound to affect post-war business. The Alcan Highway has opened up hundreds of miles of

virgin territory in Alaska, and has made great areas of western Canada accessible for the first time.

The Alcan Highway is the road many experts had said could never



... The market place in Managua, capital of Nicaragua, typical of many cities in Central America.

to PANAMA

... War and military requirements are forcing construction of new highways in Central America that are bound to affect post-war developments and trade relations between the peoples of all American republics.

as a rough "pioneer" road about 10 ft. wide, to be completed in a year, the Alcan Highway, as finally constructed by the joint efforts of the Army engineers and the Public Roads Administration of the Federal Works Agency, is a well-graded, well-drained truck road, providing two-way traffic over many long stretches of its great length.

Beginning at Dawson Creek, B. C., just north of Edmonton, the Alcan Highway pursues a north-westerly course to Whitehorse, in Yukon Territory, and then swings west to Fairbanks, Alaska.

The highway will be an important military supply route. Connecting with the existing railway and highway systems at Dawson

... 'road to nowhere', a glimpse of the Alcan Highway in the Alaskan territory en route to Fairbanks and beyond.

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Creek, the new route provides not only an uninterrupted highway to Alaska, but also serves as a feeder road to several important military airfields in Canada that have hith-

erto had to depend upon air transport for all supplies.

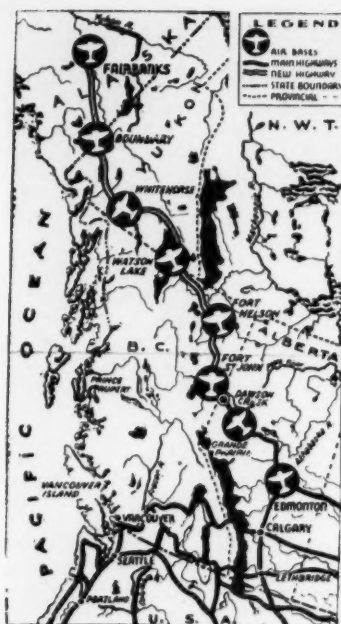
Construction of the highway was authorized by the joint agreement of Canada and the United States, and was carried out under the direction of Maj. Gen. Eugene Reybold, Chief of Engineers, by engineer officers and enlisted personnel of the United States Army.

Last September the War Department announced the establishment of the Northwest Service Command, in charge of Army Highway and railroad building activities, and supply maintenance services in western Canada and Alaska, with Brig. Gen. James A. O'Connor in charge of headquarters at Whitehorse.

Of particular interest recently has been a report that there may be extensive oil development in Western Canada. William Bloeth, financial writer for the Scripps-Howard Newspapers, recently re-



... The Panama Canal will soon be connected with Alaska by highway. This view shows the Pedro Miguel Lock.



Route of the Alcan Highway

ported that "before the war worked its industrial changes in Canada, the country was of little interest in oil circles.

"Now," he says, "for the second time since the war began, oil men are eyeing our northern neighbor with more than cursory interest. The first attention centered on the Athabaska oil sands in northern Alberta, fields where the oil could be squeezed out of dirt in the fist. Inaccessibility and high costs ended it quickly.

"Two subsequent developments rekindled interest. One was the construction of the Alcan Highway. The other was the highly-secret construction by the Army of an oil pipeline across the ice packs in the Arctic Circle, starting at an oil field at Fort Norman, north of Athabaska.

"The Fort Norman field has been producing commercially for some time, but was so far from consuming areas that it existed only by supplying the limited demand of mining properties in the Northwest territories. For the same reason, no attempts were made to chart it.

"Whatever the oil outcome, Canadian rooters are happy in the belief that all the attention will certainly uncover other valuable deposits. Small but promising projects already are mining gold, silver and radium-bearing ores in the area."

In the opposite direction, the series of highways that will link the United States with Panama is rapidly nearing completion. The Central American republics are

cooperating with the United States in speeding construction of the remaining links. Under the spur of wartime requirements, we may see the Inter-American Highway in use as a continuous overland artery long ahead of what many of us expected before Pearl Harbor.

Mexico, too, is extending her highway network. In 1941 Mexico obtained \$30,000,000 in credits from the Export-Import Bank of Washington to aid in completing construction of the southern end of the highway in Mexico. The road has been completed from the United States border to a point about 340 miles south of Mexico City. There is still a good deal of construction remaining to be done in southern Mexico, and the time of completion of the Mexican links to join the Central American system cannot be forecast.

Nevertheless, construction of the Inter-American Highway gathers momentum. The drive of the work holds out the promise of a day not too far distant when we may see a continuous overland artery of highways linking two great bastions of hemisphere defense—Alaska and the Panama Canal. Roughly, this is a distance of around 8,000 miles. The joining of these distant points by highways will represent one of the most spectacular road-building feats in history.

For the acceleration of the highway through Central America, Congress has authorized \$20,000,000. This is to be matched with \$10,000,000 by the Central American republics. In addition, approximately \$17,000,000 of United States funds have been allocated by the War Department for completion of a pioneer road to com-

Inevitable . . .

Unless private industry in North and South America combines its capital to realize the inevitable industrialization of the southern continent, the governments of the republics will co-operate to do the job, Eric A. Johnston, president of the Chamber of Commerce of the United States, said last month, at a meeting sponsored by the Chicago Assn. of Commerce.

Announcing the organization of a United States Inter-American Development Commission, Mr. Johnston, who has just returned from a 20,000 mile air tour through South America, said it was one of 21 such organizations now in existence in the Western Hemisphere. The aim of these commissions, he explained, was to promote co-operation between the republics of the new world by removing as many trade barriers and inequalities as possible, and to develop the type of economy desired by the Americas.

plete the unconstructed sections in Central America.

Road building in Central America serves more than an immediate strategic defense purpose. Central American economy has been dependent in large part upon exports of bananas, coffee, and other commodities. Export markets have been curtailed or eliminated by scarcity of shipping. New road building is a handy outlet for displaced workers. In Honduras thousands of banana workers were left idle by cessation of banana exports. To provide emergency employment and at the same time improve highway transportation, the United States made funds available for the rebuilding of a



section of the highway from Potrerillos to Tegucigalpa, the capital of Honduras.

Highways should improve internal trade in Central American countries and lessen their economic dependence upon overseas communications. In wartime, greater self-sufficiency in providing food and other necessities must be attained. The Central American countries realize this. So do United States authorities familiar with the wartime economic problems of the other Americas. From this mutual understanding of common problems results the cooperative efforts to help tide Central America over wartime supply problems. The road project in Honduras is an example of such cooperation.

Fortunately, the greatest of the projects under way in Central America was conceived and well

advanced when the war reached inter-American trade lines and ships were diverted from the carrying of bananas, coffee, sugar, and other tropical staples to war tasks. But there remained a number of gaps. To close these gaps quickly, construction of a pioneer road is scheduled for completion by the early fall.

"The Pan American Highway is well on the way to completion," John Canetta, Westinghouse Airbrake Co., told the Pan American Cooperative Foundation last month at a meeting in Pittsburgh, Pa. "Sections of the highway are already being used," Mr. Canetta said, "for the transport of essential materials to coast ports.

"The new highway that connects Lima with the River Amazon is now being completed; it will be one of the most strategic highways

of the continent, Peru's 'Burma Road.' This highway will permit the shipment of tropical products to the United States by way of the Pacific rather than through the submarine-infested Atlantic. The new railroad between Arica, Chile, and La Paz, Bolivia, is also being used to great advantage.

"Lack of a more integrated system of transportation in South America has been caused by topographical difficulties, thinly populated areas and scarcity of capital. The Import-Export Bank is now helping to overcome some of these problems. Details, of course, are not available at this time.

"Any improvement in the South American transport system will inevitably improve trade relations between North and South America and consolidate hemisphere solidarity."

New Packing Methods Developed by Army May Revolutionize Post-War Shipping

By H. H. SLAWSON

INTENSIVE study of packaging and packing problems peculiar to the shipment of war material is enabling military authorities to make an unusual record for getting supplies into theatres of operations in perfect condition. From this study new means and methods have been developed for protecting commodities from damage in transit and for conserving space in freight cars and on cargo ships which, it is believed, may influence post-war packing and shipping in many ways.

The Army Transportation Corps, which has had charge of this work is not content to rest on its laurels. To enable those responsible to do a good job still better, a series of 3-day conferences for army personnel concerned with transportation was inaugurated in March. Sessions have been held successively in New York, Boston, Chicago, Seattle, San Francisco, New Orleans and Richmond, Va.

Organized under orders of Maj. Gen. Chas. P. Gross, chief of transportation, Army Service Forces, immediate responsibility for the meetings rests with Capt. John K. Mount, chief, packing and packaging section, Transportation Corps. Cooperating in the project, the Freight Container Bureau, Assn. of American Railroads, has loaned its personnel and facilities to serve the purposes of the meetings. Attendance at the meetings has been limited strictly to military men and civilian employees representing the

supply services. The Chicago conference, April 6, 7 and 8, typifies the nature of the entire series of meetings.

The packaging and packing unit of the Transportation Corps, Capt. Mount explained at the Chicago meeting, is manned by specialists stationed at each port of embarkation and at interior points to guard against the loading of damaged materials or supplies. In theatres of operation other shipping experts check on instances of damages to shipments and report back with suggestions for corrective action. As has been suggested by his superior officer, Gen. Gross, Capt. Mount pointed out that unless a product reaches the proper place in usable condition all production effort, back to the beginning of the supply line, is wasted.

The problem has two main phases, Capt. Mount stated: first, to prevent the loss of critical material and, second, to conserve shipping space. These conferences, therefore, have been devoted to instructing the supply personnel of the army as to the most effective ways for packing, crating, loading, handling and inspecting.

The necessity for conserving shipping space has been well publicized. Methods adopted, Capt. Mount stated, have been instru-

mental in increasing cargo space on ships from 15 to 25 per cent.

"We always have that problem in mind," he remarked, "and are constantly examining old procedure to see if we can improve still further."

Although the Army-Navy specifications for packaging and packing are detailed and rigid, a lot of packaging, Capt. Mount said, may be seen in concentration depots, that obviously is not designed for overseas transportation. Much educational work has been done with shippers to revise their concepts and introduce new standards of containers designed with sufficient strength to withstand the rough handling they receive in use.

Protection of supplies and materials from water damage and exposure to variations in climate has been a prime problem of Capt. Mount's program. Containers are called for, he explained, which will not only serve their purpose in carrying the goods across the ocean, but which can be re-used for further shipment to battle zones.

Fiber board specifications, he said, have been entirely revamped and the development of a water-resistant "Victory board" has immensely simplified the fiber container problem. Tests made in the surface at Charleston, S. C., have demonstrated that the Victory fiber box can withstand submersion and exposure to the ele-

(Continued on page 30)

The Army Service Forces Depot Course

THE Quartermaster School at Camp Lee, Va., has added to its activities the Army Service Forces Depot Course. The purpose of this course, in general, is to provide qualified officer students from the seven supply services with knowledge of the most modern and efficient methods of depot administration and operations in army depots in the United States and in theaters of operations overseas.

Specifically, the course is intended to provide students with thorough knowledge of the following: 1. The organization of the army, giving emphasis to the supply functions and the role of depots in the system of supply. 2. The fundamentals of War Department fiscal and procurement procedures common to all supply services. 3. The basic principles and methods of efficient and safe transportation of supplies by land, air, and water, within the United States and overseas. 4. The modern and most efficient methods of warehousing and materials handling in the zone of the interior and in the field. 5. The methods and principles involved in keeping accurate and adequate records of public property received, stored and issued by depots. 6. The most effective methods of packaging supplies for shipment, including shipment overseas, and the loading of supplies on carriers. 7. The basic military principles and methods of protection of military installations, particularly supply bases, against enemy action.

The instruction is of four weeks' duration and is attended by officers from all seven of the supply services of the Army Service Forces as follows: 40 from the Quartermaster Corps; 30 from the Signal Corps; 8 from the Chemical Warfare Service; 5 from the Transportation Corps; 25 from the Ordnance Department; 30 from the Corps of Engineers; 65 from the Medical Administration Corps, making a total of 203 officer students.

Two such courses have already been completed. The third starts May 8. The basic course at Camp Lee is followed by courses of instruction in the technical operations of depots of each service to which the student belongs.

The Army Service Forces Depot

By MAJOR EDWIN G. BEGGS

Assistant Director

A.S.F. Depot Course

o o o



Major Edwin G. Beggs

Course is broken down into the following seven sub-courses:

1. Organization of the army for supply—10 hours. The purpose of this sub-course is to give a view of the organization of the army. Particular emphasis is given to supply functions, the role of the depots in the system, and the efficient administration and distribution of supplies, to meet with the rapidly changing needs of an army engaged both in training and in conducting active operations on many fronts. Essential also is the mobilization of industrial resources in order to secure needed materials and the delivery of these materials to troops engaged in combat. For this, of course, an efficient and flexible organization is required. Depot personnel can secure a better appreciation of their own work when they see how it fits into the large picture of the army as a whole.

Its scope covers an hour on the organization of the War Department followed by an hour on industrial mobilization in order to make the productive resources of the United States available in the most efficient form to the armed forces. These are followed by a series of three hours dealing with the organization of supply services, the first, with the Army Service Forces, the second, with Service Commands, and the third, with the Supply Services.

Attention is then turned to the organization as it functions in the theater of operations; one hour describes the general organization of supply in the theater of operations. The final two hours of the course are devoted to the detailed organization of the Army Service Forces.

2. Army fiscal and procurement

procedure—6 hours. The purpose of this sub-course is to acquaint student officers with the basic factors and fundamentals of the War Department fiscal and procurement procedure, general to all supply services.

The course consists of six hours, of which the first three are devoted to fiscal procedure, general, including the distribution of War Department funds, procurement codes, allotments of funds and depot fiscal accounts. The last three hours are devoted to procurement, including inter-branch and inter-departmental procurement, responsibility of depot purchasing officers, priorities and purchases by negotiation. The War Department is discussed only from standpoints which are made to outline the detailed procedures prescribed by the chiefs of the various services.

3. Transportation of supplies by land, air, and water—15 hours. The purpose of this sub-course is to present a short but thoroughly complete unit of instruction on transportation by land, air, and water.

It deals in part with the organization and functions of the Transportation Corps, and chiefly with the proper methods of preparing, packing, marking, and listing supplies for shipments within the United States or to ports for overseas use. The students receive instructions in the methods of transportation available; the various transportation agreements in effect; demurrage, storage, and embargoes; the use of transportation forms; the transportation of troops and materials; the loading

of mechanized and motorized equipment.

4. Warehousing, materials handling, storage, and labor control—49 hours. This sub-course trains the officers in modern warehousing and materials handling principles as adapted by the army from commercial operations. In addition it covers the problems of outdoor storage and of efficient utilization of labor.

5. Property records—17 hours. This sub-course gives training in the methods and principles involved in the keeping of records pertaining to public property, both in depots in the United States with

... The course provides officer students from the seven supply services with knowledge of the most modern and efficient methods of depot administration and operations.

supplies on air transports, freight cars, and flat cars.

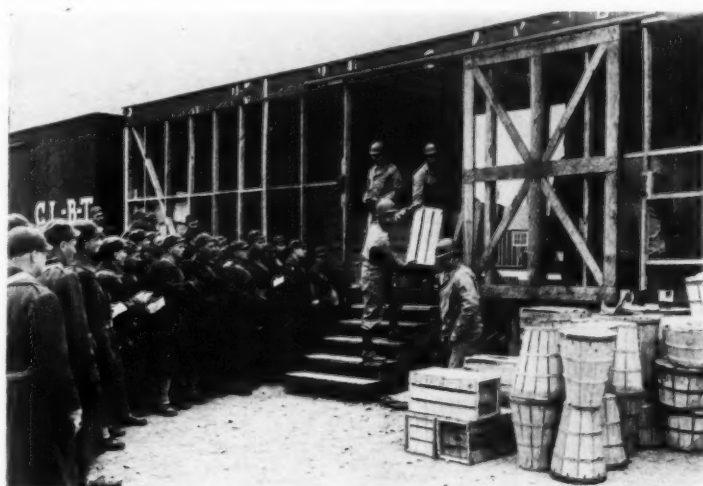
The principal objectives for the packing of supplies may be summarized as follows: (a) Safe delivery of contents in usable condition. (b) Minimum space requirements. (c) Minimum shipping weight. (d) Use of non-critical materials wherever possible. (e) Ease of handling and use in: manufacturer's plant; army depots; vari-

ous transportation agencies; theater of operation.

7. Protection against enemy action—30 hours. The purpose of this sub-course is to present these basic military principles designed to prevent surprise attack and methods of protection of depots against such enemy action. It integrates the various types of military weapons and methods that can be used by the enemy for surprise effect and the weapons and methods which can be used in opposition. Particular emphasis is placed upon anti-aircraft and anti-tank defense.

It is believed that the course not only fills a real need for trained depot officers, but will promote greater efficiency in depot operations through the exchange of ideas between supply services and the resultant adoption of the best methods by all supply services.

Every effort is made to cover all practical phases of depot administration and operations so that student officers may obtain as thorough and comprehensive an understanding of the problems as possible. New ideas and improved methods, whenever practicable, are adopted and taught to the men who will be called upon to use them. The officers in charge are continually studying ways and means of improving the course.



... Officer candidates at the Camp Lee Quartermaster School learning some of the tricks of loading railroad box cars. Correct methods are demonstrated with a full-sized dummy box car, the sides of which are covered with chicken wire for visual instruction.

their electric accounting machines and overseas where more simplified hand records are maintained.

6. Packing and crating of supplies for transportation by land, air, and water—8 hours. The purpose of this subcourse is to present in a short, complete and compact manner all the problems encountered in the packaging and loading of supplies and the solution thereof.

During this course, the important methods dealing with the packaging, loading, and proper marking of the supplies are thoroughly discussed. First, a conference is held on the use, advantages and disadvantages of the various types of containers with a view toward selecting the correct one. This is followed by a discussion of the proper use of nails and their effect upon these various types of packages. Finally, the practical application of the knowledge gained in these conferences is illustrated by practical demonstrations on how to package and load



... Demonstrations on how to load a jeep and a 37 mm. cannon in a transport plane is part of the course being given officers of the Army Service Forces at the Quartermaster School, Camp Lee, Va. The instruction covers four weeks of intensive training.

Chicks Must Be Shipped

Right After Hatching



S. W. HAYES

By S. W. HAYES

*S. W. Hayes Hatcheries
Bloomington, Ill.*

FOOD is helping to win the war, and workers at the S. W. Hayes Hatcheries feel they are doing their bit by sending out thousands of live chicks each day during the hatching season. The company is operating three plants in Illinois. One is located at Vandalia, another at Bloomington, and the third at Centralia. The latter is probably the largest under-one-roof hatchery in the world. Passing through the plants, which ship 70,000 chicks a day, impresses even the casual visitor that the hatching, handling, and shipping of these chicks requires system, knowledge, and strict attention to detail.

Immediately after the chicks leave the incubators, they are carefully examined and sorted, to meet the high standards of health and vitality, and then are placed in containers. After three or four hours those that show sufficient strength in standing up and moving about are placed in shipping containers. These containers are made of corrugated cardboard and are of different sizes. The 100-chick size is 18 in. x 24 in. x 6 in. Those for 50 chicks are about half that size, and a still smaller size holds 25 chicks. The larger ones are separated into four compartments by cardboard dividers, and those for 50 chicks have two compartments. These boxes come to the plant flat, and by means of a power-driven stitching machine are built up to the required shape. The lids and body of the boxes are separate. These boxes are die-punched to admit air so that the

chicks may be comfortable. More holes are punched at the plant if necessary, depending upon the outside temperature at the time of shipment. For this a punching machine is used having the same sized dies as those at the box factory. With this extra precaution the chicks are enabled to ride satisfactorily in any kind of weather.

Four days each week one can see low, four-wheeled push cars passing through the plants, each holding something like 2500 chicks. Many of the shipments are made by parcel post, in which case they are loaded on to the company's motor trucks, and taken directly to the trains, not having to pass through the post office, since arrangements have been made with the postal authorities who supply one mail clerk to the shipping room personnel. In the case of express shipments, the express company picks up the chicks at the plant and takes them to the trains.

It is necessary to ship the chicks to be shipped in heated cars in winter. When loading into cars or trucks, boxes carrying 100 chicks are stacked six high with air space of about four inches around the outside of the boxes. They can then ride safely in a temperature of 55 to 70 deg. The S. W. Hayes Hatcheries, no matter how large an order is shipped (and some are as large as 50,000 to one customer) never tie more than two 100-size boxes together, using a heavy shipping cord for the purpose.

Baby chicks need very little care en route, the main thing being that they do not get crowded or have other express or mail packages piled around them to shut off the air. Given the proper breathing space, they will travel safely for several days.

They do not have to be fed or watered. Nature provides for their nourishment for the first 72 hours

in a unique way. Just before the chick is hatched, the yolk is absorbed and taken into the body and serves as the chick's food for three days. Scientists contend that a chick is far better off if food is not given until after this yolk is absorbed.

Upon reaching their destinations, they should immediately be taken from the cartons and put into a temperature of about 95 deg. with plenty of feed and water before them. With such treatment they will thrive from then on.

Orders come in by telephone, telegram, and by letter from practically every state in the Union. Each order is immediately written up on the office form, of which four copies are made. One goes to the customer, one is for the home office, at Bloomington, and two are for the plant receiving the order. All orders are numbered and the number recorded on the books, with the number and kind of chicks shipped. The files are marked as to specific hatch dates, which correspond with the date the order is booked on the permanent records. Dates must be watched so that the chicks will be shipped to arrive on the date requested by the customer. Before getting a batch ready for shipment the order is carefully gone over and checked as to customer's name, address, number of chicks, grade of chicks, breed, zone, if to go by parcel post, and the labels made and sent to the shipping department. Train time is marked on each order from a file of railroad time schedules and distances, and the filled orders are sorted into separate groups according to the train time. This is highly important, because if a shipment should miss the right train it might mean a delay of 24 hours and possibly prove detrimental to the chicks, since they must be put on the earliest possible train

after coming from the incubator and get started moving at once.

Some of the orders received require immediate shipment, some call for later shipment. This requires careful calculation as to the breeds that must be on hand when the chicks are to be sent. This is not an easy task, as orders continue to come in, and a certain percentage of the eggs do not hatch. Moreover a small percentage of hatched chicks have to be withheld as non-salable.

About 1200 pure bred flocks under the company's supervision and contract provide eggs for the hatcheries, and many more are purchased each year to maintain the standard of the pedigreed flocks. In the company's smaller local plants, eggs from the flocks are delivered by the farmer having the care of these flocks. In the larger plants, where a radius of 50 to 75 miles is covered, the



... Shipments in the packing department ready to go. United States mail clerk in center of picture is operating a postage meter.



Display room of the Bloomington plant.

eggs are picked up by the company's agents about once a week and are taken to the hatchery by company trucks. These eggs are all packed in special cases so that they will not be jarred.

Hatching eggs is especially delicate and great care must be taken in handling them from farm to hatchery and incubator. For this reason, manually operated floor trucks are used in moving them about within the plant. More than 1,000,000 eggs are set at a time, 1,300,000 to be exact. These remain on trays in the incubators for 21 days. The temperature is held at about 99 deg. While in the incubators the trays must be rotated every two hours in a half circle.

About 20 different breeds are handled, and the number of eggs from these different breeds varies

from week to week, so that an accurate record must be kept of each received and of the breeds of each batch.

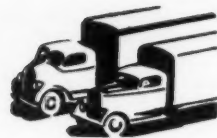
This year there is a tremendous demand for chicks from all sources, from feed dealers, small hatcheries, farmers, and "back-lotters." The "back-lotter" business has increased greatly because of the scarcity of meat. Besides furnishing meat almost immediately, pullets will, after about four months, begin to lay, furnishing a goodly supply of fresh eggs for the family table. Chicks from the S. W. Hayes Hatcheries are shipped to almost every state in the Union, except to a few of the coastal states out west.

Supplies for the hatchery—chick boxes, feeds, etc., are brought to
(Continued on page 34)



... Chickens being given blood test to make sure they are healthy and vigorous for parent stock.

Motor Cargo ...



Warehouses Protest ODT Proposal For Terminal Switching by Trucks

CHICAGO—Local warehousemen are disturbed over prospects of unfavorable effects on their operations if a proposed Office of Defense Transportation order is put into effect that would halt freight car switching in the Chicago terminal switching district and turn over the movement of all freight to motor carriers. Truckers themselves have asked postponement of the order until July, so that a survey can be made to determine if enough trucking equipment is available to handle the job.

Sponsored by the Illinois Assn. of Merchandise Warehousemen, a meeting on April 12 authorized a letter to ODT in which it presented the warehousemen's view that the proposed plan would be unworkable, that it will cause loss of business and will eventually prevent the warehousing industry from performing its normal functions.

W. W. Huggett, president, North Pier Terminal Co., and president, also, of the Illinois Association, in explaining the organization's stand to *D and W* asserted that ODT's objective, namely, to conserve railroad equipment and effort, could not be accomplished. Transit warehouse business, now handled in Chicago, he said, would simply be diverted to other midwestern cities, where the same amount of railroad switching movement would be necessary to handle it.

A further disastrous effect on Chicago warehousing operations, it is said, would result from the tariff of 7c. to 12c. per 100 lb. which truckers say will be necessary if they take over the cross-town hauling of freight from railroad terminals.

Chicago warehouses, Mr. Muggett pointed out, are not constructed to handle any large volume of truck shipments. In the past 20 years no new warehouses have been erected here and most of them were planned for servicing carload freight. The growth of motor transportation has forced the revamping of unloading docks so that a limited number of trucks could be accommodated.

If the volume of freight now re-

ceived and dispatched by rail has to be moved in and out by truck the warehousemen foresee development of an intolerable condition which would definitely impede operations and nullify any possible gain the ODT plan might confer on the transportation picture. Intensive operation of the trucks, as the warehousemen further see it, would result in early breakdown of irreplaceable motor equipment, leaving an insufficient number of trucks to handle such cargoes as have to be moved by motor truck.

The manpower shortage is also stressed by the warehousemen, who say that ODT has suggested operations on a 24-hour basis. But, they ask, where are the additional truck drivers and warehouse em-

(Continued on page 38)

Synthetic Industrial Tires Said to Meet All Tests

Successful application of synthetic rubber to industrial tires in operation in one of the country's largest steel mills is reported by B. F. Goodrich Co.

Four experimental tires, constructed entirely of synthetic rubber were built, two of the 22x16x16 and two 22x12x16. They are of the press-on type, for use on industrial power trucks and are being operated in the plants of the Jones & Laughlin Steel Corp., Pittsburgh, Pa. Latest report on the tire performance is that they are holding up as well as tires made of natural rubber.

- Standard Oil Company of California has just commenced construction on a synthetic rubber plant, location undisclosed, to cost \$6,200,000, according to the Defense Plant Corporation. Estimated completion of the plant project is mid-summer. (Gidlow)

MUST NOT RETARD AIR CARGO AS TRUCKING WAS, BLACK WARNS

Robert F. Black, president, White Motor Co., Cleveland, in a recent statement, urged that no restrictions be placed on air transportation during the post-war period, such as have retarded the trucking industry, and recommended removal of statutory restrictions which have hampered motor transportation during recent years.

"We have no fear of air transport," Mr. Black said. "Its competition will be a spur to land and water carriers, effectively preventing slackening of progress. May it be allowed to grow without chains or fetters!"

The development of new, highly efficient motor trucks during the post-war period, he said, should be accompanied by wise and practical national transportation problems. Trends toward higher horsepower, automatic and semi-automatic transmissions, front as well as rear driving axles, and reduction in dead weight seem likely to develop in motor trucks, he said.

"While the motor truck is being improved, an effort should be made

to remove statutory restrictions. Experience gained during the present conflict will lead the way for reducing the net weight of vehicles so as to increase the payload to be carried, and thereby decrease the cost of transportation," he declared. Half-track cars, developed for combat vehicles, may find use in the post-war period for off-the-road civilian work in logging and agriculture, where other trucks might bog down," Mr. Black stated.

He pointed out that radical changes will eventually take place in the post-war motor truck. If 2,000 lb. can be taken from the weight of the average truck, and if the average speed is increased, the running time between New York and Boston, for example, might be reduced from 14 to 8 hours, permitting a sharp reduction in freight rates. High octane gasoline and possibly supercharges would also contribute operating economies. A new truck incorporating new principles of design would make existing trucks obsolete, Mr. Black said. (Kline)

THEY DARE NOT FAIL IN WAR



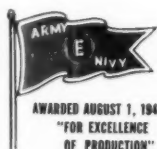
THEY WILL NOT FAIL IN PEACE!

It is no military secret . . . the job Autocar is doing for the Army, the Navy, the Marine Corps, and the Air Forces. Long before bombs rained from the blue over Oahu, Autocar had the agility and the ability and the brute-strength to be effective in battle. It had the tough chassis . . . needed merely a different pack on its back.

Autocar's military experience augurs well for that day the whistles blow again for peace in our time. You will then be able to buy a finer, fitter Autocar for your own use in the workaday routine of heavy hauling. In the meantime, let factory-equipped Autocar Branches help you keep your pledge to the U. S. Truck Conservation Corps.

AUTOCAR

MANUFACTURED IN ARDMORE, PA.—SERVICED BY FACTORY BRANCHES FROM COAST TO COAST

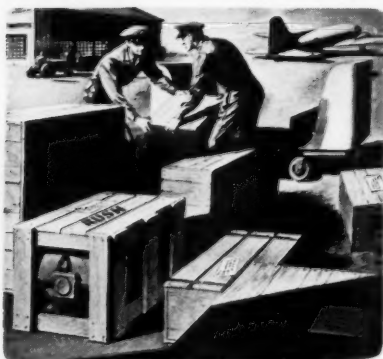


This motor got on the job



"Rush new motor Air Express" was the order a supplier received at 9 A.M. Ready for pickup at 10, it was taken to the airport, flown hundreds of miles to destination . . . and installed on a vital war job that same afternoon.

This motor was delayed



Shipments ready for morning pickup but held for "late afternoon" routine, may be subject to delay. Heavy, peak-hour traffic may keep them grounded until a midnight or early morning plane.

For FASTEST delivery-Air Express!

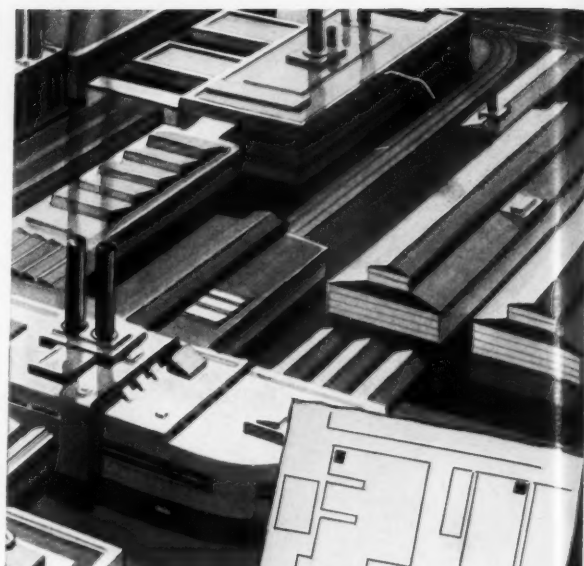
To move emergency parts and critical material at 3-mile-a-minute speed, Air Express is on the job around the clock—not only on the home front, but working hand in hand with Army and Navy Air Transport services to supply our fighting fronts throughout the world. You can help us give you the

most efficient service in two important ways: **SHIP EARLY**—as soon as shipment is ready—to assure *fastest* delivery. **PACK COMPACTLY**—to conserve valuable space. Get our handy "Shipping Estimator" for finding costs and transit time. Write Dept. PR, Railway Express Agency, 230 Park Ave., New York City.

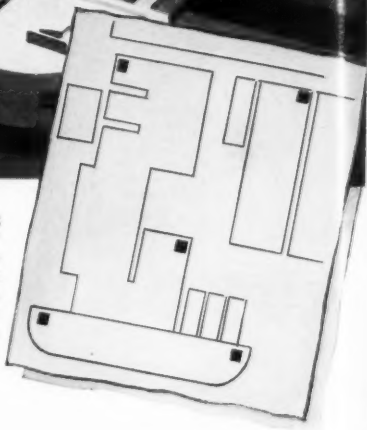


Phone RAILWAY EXPRESS AGENCY, AIR EXPRESS DIVISION
Representing the AIRLINES of the United States

18—D and W, May, 1943



Plan shows how G-E Rectifiers were "spotted" at strategic locations for recharging electric truck batteries to save time and labor usually wasted in returning them to a central charging station.



NEVER AGAIN!

Never again will this plant have to "ship" electric trucks to a central charging station after a hard day's work or long hauls. By simply "spotting" G-E battery-charging rectifiers at strategic locations the trucks are recharged *on the spot*. Now they're always on the job, with no "time-outs." The rectifiers are fully automatic so all that has to be done is plug in the connection and turn on the switch. And the savings in labor and operating time will more than pay for the low cost of the rectifiers.



Why not let us send you detailed data on G-E Copper Oxide Rectifiers for charging electric truck batteries? Write to Section A-532-111, Appliance and Merchandise Dept., General Electric Co., Bridgeport, Conn.

GENERAL ELECTRIC



RIGHT now Herman Body Company is working 'round the clock doing a big job for Uncle Sam. The Victory Program has eclipsed all pre-war production in our large plant. We'd like to show you pictures of the jobs we are now turning out, but that's impossible—restrictions forbid it.

But no eclipse is permanent. We know this war is going to end some day . . . and we're prepared for peace. In the meantime, since we can't build any new Vans and Van Trailers, we're glad we built 'em so good while we could. It's gratifying to know that HERMAN users are getting the utmost of service at minimum maintenance costs from their investment.

IT'S PATRIOTIC TO PROTECT YOUR EQUIPMENT

Protect the extra wear that is built into your HERMAN. Keep hinges oiled; take care of hardware; repair fender and body cracks promptly; tighten loose bolts; touch up rust spots . . . KEEP 'EM ROLLING.

HERMAN BODY CO. 4406 CLAYTON AVE.
ST. LOUIS, MO.

An Opportunity . . .

NEW contracts between Railway Express and the major airlines open to all motor carriers an opportunity to develop coordinated air and ground services on a new and broader basis.

For more than a year, D and W has urged the motor transportation industry to cooperate in the development of air cargo, and has pointed out some of the probabilities of the future.

The availability of motor transportation has been largely responsible for the development of air transportation. Without motor transportation even airline passenger service could not have been developed to its present proportions.

Likewise, the future development of air cargo is dependent upon motor trucks and tractor-trailers. The latter can succeed without the airplane, but the airplane cannot function without ground service.

As the motor transportation industry, in the past, found new markets among rail and water carriers so, in the post-war world, it will find new and larger markets in the development of air cargo.

The opportunity is in the making. Now is the time to develop it.

—D and W

COOPERATION!

This is the spirit which makes America strong . . . this is the spirit that will help us win the War . . . this is the spirit that makes for the success of any enterprise.

Here in our own plant during recent months we have had the importance of the cooperative spirit brought home to us in an impressive way. For instance, without the cooperation of our whole community—citizens, employees, other manufacturers—we could never have "delivered the goods" that Uncle Sam wanted in a hurry. But with the cooperation of our community we succeeded in delivering 1510 cargo trailers to the War Department within a twelve-day period. And we are proud!

This spirit of cooperation is basic in America. It involves no compulsion. It is reflected in every community, in every project, in every organization, in every industry. It IS America.

THE GERSTENSLAGER CO.
EST. 1860. WOOSTER, OHIO



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**Fast Motor Freight Transportation
for the Nation**

Parts Shortage Cripples Trucking Operations in Baltimore Area 25%

BALTIMORE—More than 25 per cent of all trucking and bus facilities in this area are tied up daily because of an acute scarcity of replacement parts, according to the district maintenance advisory committee of ODT. The shortage of parts is said to have kept some rolling stock off the road for several weeks. A. D. Anderson, chairman of the committee, is said to be apprehensive of a breakdown in truck and other transportation facilities unless repair parts are made available immediately.

The committee composed of leaders in the trucking, bus, garage, and automotive repair industries made public its findings after conducting a special survey. In a report prepared for consideration by national ODT officers the committee listed the following:

Essential trucking facilities, carrying war materials to war plants, have more than one-fourth of all their trucks "off the road" daily because of the parts shortage. Of 152 rural users of trucks for agricultural purposes, 80 are driving machines older than 1935 models for which replacement parts are needed constantly and parts are unavailable. Approximately 25 per cent of the 248 buses used by the Baltimore Transit Co. are laid up daily because of parts and materials shortages.

A number of repair shops and garages both here and in adjacent rural areas are going out of business because of parts scarcity and shortage of mechanics.

According to Mr. Anderson, major shortages, so far as the large haulers are concerned, are in heavy gears, clutches and clutch parts, transmission and heavy metal parts.

Many over-the-road contract and common carriers, because of these shortages, have been forced to leave their equipment in garages, awaiting repairs, while deliveries of essential war materials in consequence are held up, according to the committee.

Parts jobbers and automotive haulers agreed that orders for replacement parts already were months old, and many of the local supply houses have ceased guaranteeing delivery of any parts. It was shown in a survey of local garages that their facilities for repairing automotive equipment have been reduced about one-third because of the shortage of me-

chanics. They declared much of the equipment was coming to them in irreparable condition because owners have had no opportunity to replace machines with new ones and have had to give harder use to those they have. (Ignace)

Transportation Units Merge in Ohio

Merger of the H. & K. Transportation Co., Toledo, O., with the Huber Motor Transportation Co., Tiffin, O., became effective April 1. Headquarters of the new system for management, maintenance, and service will be located in Tiffin. Transfer of the H. & K. company's equipment from Toledo will increase the automotive units operating out of the Tiffin terminal from 142 to 421. (Kline)

• B. F. Goodrich Co., Akron, O., has completed a \$1,000,000 rubber factory in Cuba. It will produce truck tires and tubes and repair materials. (Kline)

Coast Truckers Urge Manufacture of Parts

Following meetings of the California Truck Owners' Assn. in San Francisco to solve the four threatening problems of tires, parts, equipment and manpower shortages, the association strongly urged on ODT the manufacture of short automotive parts.

A poll of leading truck operators revealed that the following parts are most needed at present:

GMC injector, GMC timing gears, armatures for Delco-Remy starters No. 816, gaskets, Brown-Lipe third-gear transmissions model 7641, rear axles, drive shafts and drive shaft tubing, carburetors, new motor sleeves, various types of angle iron. All Diesel parts were reported short and hard to get. The poll also showed that truck lay-ups due to shortages or waits for parts are putting valuable units out of service from a month-and-a-half to eight months. This shortage can "wreck the industry," according to association men here.

The manpower shortage was described as so bad that it is "rocking the trucking industry to its very foundations." The loss of trained and vitally needed men from the industry to war plants continues. Operators complain that
(Continued on page 38)

MORE POOLING MAY BE NEEDED, EASTMAN CAUTIONS TRUCKERS

PHILADELPHIA — The importance of motor transportation to the national war effort, and the excellent job done to date were cited by Joseph B. Eastman, director, ODT, at a "Keep 'Em Rolling" rally here last month.

Mr. Eastman pledged continued and greater government cooperation in meeting truckers' problems—the shortages in rubber, manpower, vehicles, and repair parts. He stressed the need for conservation of vehicles and tires, but warned that conservation would not be enough.

"If we are to pull through these shortages and keep the trucks rolling," he said, "we have got to do the necessary transportation work with the least possible amount of mileage. That means getting rid of all waste, both in the work done and in the way it is done."

To do this, he suggested cutting unnecessary local delivery work, truckers, stores, and industry pooling operations wherever possible, even in over-the-road operations.

The rally, sponsored by the Pennsylvania Motor Truck Assn. and Joint Council 53, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, AFL, was the first of its kind in the country.

About 2,500 persons, representing government, management, and labor, attended. Among the guests were Mayor Bernard Samuel and his cabinet, members of the Public Utility Commission, congressmen, state legislators, and officials of governmental agencies.

Other speakers besides Mr. Eastman were Ted V. Rodgers, president, American Trucking Assns., who urged truckers and drivers to impress on local draft boards the importance of keeping men in the industry, and Edward P. Crumback, secretary-treasurer Highway Truck Drivers and Helpers Local 107, who urged greater efforts to conserve tires and gas. James O'Neal, president of Joint Council 53, presided. (Dash)



Cleveland Cliffs Iron Co.

... One of the most remarkable pictures ever taken on the Great Lakes. This photo shows first iron ore boats of last season approaching Duluth harbor at night, pushing their way through an ice pack.

Lake Ports Prepare for Heavy Movement of Bulk Cargo

- Dock improvements, more freighters, better locks expected to expedite increased lake traffic

WITH the season starting about a week later than last year due to ice conditions, freighters of the Great Lakes face the biggest task in the history of inland shipping. War Production Board demands call for approximately 185,000,000 tons of iron ore, coal, and limestone during 1943. This includes 106,400,000 tons of iron ore, 59,000,000 tons of coal, and 19,100,000 tons of limestone.

The demands of the steel industry, always the predominant factor in lake movements, will be even more exacting this year because of wartime needs. New boats and converted boats are being added to the ore fleet.

Last year broke all shipping records on the Great Lakes. In that period approximately 92,000,000 long tons of ore were carried. This year, according to the schedule, it will be stepped up to 95,000,000 long tons (106,400,000 net tons). Limestone will be increased correspondingly, and coal movements will be stepped up to help relieve the railroad car shortages.

Cleveland established itself in 1942 as the greatest single ore receiving port in the world with 14,-

By WILSON B. FISKE

o o o

650,000 gross tons, comparing with 13,500,000 tons in 1941. The port will be even more important in 1943.

A good supply of Superior ore remained at docks and furnaces of the Great Lakes region at the close of winter. According to figures of the Lake Superior Iron Ore Assn., the supply of ore remaining at Great Lakes area docks and furnaces on Feb. 1 was 39,742,766 tons, and this was being used at the rate of approximately 7,750,000 tons a month. This means that as of March 1 there was approximately 32,000,000 tons on hand, with about one month to go before new cargoes would be coming in.

That 1943 is destined to be almost exclusively a bulk cargo year is indicated by the fact that American package boats were requisitioned by the government for ocean service in 1942. Many other boats, including automobile carriers, have been converted to ore service. Canadian boats are ex-

pected to continue to bring in paper products and other needed supplies which cannot well be transported to the states otherwise. American passenger lines will continue service, carrying freight as well as passengers. The schedule of the D & C lines was announced early in March.

As of December 31, 1942, there were approximately 430 American freighters available for the ore movement. Canada's approximately 250 freight boats (mostly smaller units built for canal as well as lake service) included about 50 ore carriers.

Ore moving equipment is being steadily increased, several new boats going into service last year and several more destined to take to the water this season. Sixteen new freighters are being built for the Maritime Commission—ten by the Great Lakes Engineering Works and six by the American Shipbuilding Company. These are welded boats over 600 ft. long with 65-ft. beam. Private operators are expected to take them over.

Last year the Pittsburgh Steamship Co., Cleveland, largest single fleet operator on the Great Lakes,

put five new 640-ft. freighters into service, giving them a present fleet of 73 freighters and 2 barges.

Other Great Lakes shipping facilities are being improved for the big job ahead. Among other things this includes the improvement of unloading docks, with larger capacity buckets. The new deep water lock now being constructed at Saulte Ste. Marie to replace the old Weitzel lock, which has been out of use since 1918, is scheduled to be ready for use late in the season. This lock, well designed for the larger boats, will augment the other three American locks and the Canadian lock to speed operations.

As usual, coal will be carried northward and ore will be transported on the southward trip. The Rogers City and Alpena regions of Michigan and the Marblehead region of Ohio will furnish the bulk of the limestone.

Due to the virtual elimination of package boat operations, the dock operations of most lakeshore warehouses will be light if not non-existent, and such warehouses will rely quite exclusively on their rail and highway facilities.



Pittsburgh Steamship Co.

... Ore carrier being unloaded at a south shore Lake Erie port by modern unloaders which do in a few hours what used to take days to accomplish by hand a few years ago.

While the nature of inland waterways traffic shows a lack of bal-

ance, the tonnage of freight moved is tremendous and vitally needed.

WPB 'Treasure Hunt' in Warehouses Turns Up Needed War Materials

■ Substantial quantities of more than 130 different kinds of critical materials were rounded up in warehouses during the "treasure hunt" recently completed by the New York regional redistribution division of the War Production Board. Many of these materials are reported to have already been put to work in war plants where they were urgently needed.

During the search available inventories of critical materials were turned up in 181 of the 662 warehouses visited, and included 4,461 lots owned by 1,631 individuals.

Materials "resurrected" ranged alphabetically from agar, of which 3,180 lb. was obtained, to zinc oxide, of which 873,020 lb. was found. Also recovered were 3,618 items of machinery and machine tools. In all the search dealt with 360 different items, including pig bristles, sunflower seed and goose feathers.

Among the larger quantities turned up were: Ammonia and derivatives, 58,564 lb.; asphalt, 515,967 lb.; pig and hog bristles, 10,136 lb.; burlap and new bags, 4,270,500 lb.; cellulose acetate, 414,900 lb.; chromium chemicals, 25,000 lb.; Congo copal, 1,063,068 lb.; copper, 60,117 lb.; copper

chemicals, 26,790 lb.; cork, 5,894,342 lb.; cotton lint, 407,920 lb.; cotton yarn (combed), 204,100 lb.; jute fiber, 1,355,200 lb.; kapoc, 907,706 lb.; magnesium, 1,960,681 lb.; staple fiber rayon, 118,637 lb.; crude rubber, 594,892 lb.; shellac, 1,130,504 lb.; steel (all forms), 814,680 lb.; tin, 212,000 lb.; urea, 114,000 lb.; welding rods, 61,448

lb.; wood pulp, 1,020,000 lb.; Egyptian cotton, 1,047,000 lb.; glycerine, 14,860 lb., and iodine, 782,670 lb.

In describing the search, Ralph A. Parker, assistant regional deputy director of WPB in charge of war contractors service, pointed out that it was made without any physical checks of goods in storage but merely by examining warehouse ledgers.

"In every instance where a ledger showed that an item of strategic material had been held in the warehouse for an excessive period full information was obtained from the holder to establish whether he had immediate essential need of such material or whether it could serve the war program more expeditiously by being redistributed," he said.

"Items that had been held by manufacturers longer than four months or by brokers longer than six months were checked in this way.

"In many instances the work of the survey was welcomed by holders of these materials because it provided immediate outlet by bringing buyer and seller together."

Better Freight Job Nets Government Cash Refund

Increased efficiency in handling freight has enabled the Jarka Corp., nationally known terminal operator, to refund to the government \$30,000 on a contract. Announcement of the refund was made by Brig. Gen. W. E. Farthing, commanding general, Air Services Command, Newark, N. J.

F. W. Nolan, president of the corporation, sent a check for \$30,000 to the general and said the company wanted only a reasonable profit on operations for the government.

"Thirty thousand dollars is a lot of money," the officer replied, "and you may be sure it will be used to good advantage. But more important is the fact that your ability to return this money indicates a real increase in operating efficiency."



Air Mail Anniversary Celebration May 16

As a war-time morale builder, and as a vehicle for informing the public on the magnificent work done by the Air Transport Command, Naval Air Transport Service, and U. S. commercial airlines, the CAA plans to present a cavalcade of air transport on the 25th anniversary of the U. S. Air Mail.

The presentation, according to present plans, will be centered at Washington National Airport on Sunday, May 16, the day after the air mail anniversary, but chosen for the occasion in order that the activities will not interfere with war work.

High Octane Gas Patents Now Available to All

The Justice Department has announced the filing of a supplemental judgment against Standard Oil Co. (N. J.) making available to all persons at a reasonable royalty rate certain of the firm's patented processes for making high octane gasoline.

The Justice Department said it is claimed that these new refining processes will produce fuels of such high octane value and at such low cost as to revolutionize the automobile industry.

Smaller refiners will be able to participate in this new development as result of the supplemental judgment, it said.

Curtiss-Wright Forms Development Division

The Curtiss-Wright Corp. announced today the formation of a new division to be known as the development division.

Peter F. Rossmann, head of development research in the airplane division research laboratory, has been named general manager of the new unit.

The new unit, which is the fourth section of the company, will provide a means of implementing collaboration on engineering problems relating to the other three.

Coast Grower Considers Air Cargo Needed Now

That the transporting of perishable fruits and vegetables by air, generally admitted in most circles as a certainty after the war, may come even during the present conflict was revealed recently by Ralph Myers, head of the Ralph E. Myers Co., Salinas, Cal., grower and shipper of "Remco" brand California vegetables.

"Many of us had believed that air freight or express was definitely out of the picture until after the war," he told the *New York Packer*. "Now it appears highly possible that the very exigencies of war

may force the development of air-borne freight as a necessary adjunct to the successful prosecution of our conflict with the axis enemies," Mr. Myers said.

While no details were announced, it is known that considerable study by aeronautic experts, including leading plane manufacturers of the west, has been given to freight plane types, thermostatic control for refrigeration and other necessary phases of the problem generally to help overcome the present uncertain rail shipments.

Airlines Study Post-War Air Cargo Problems

United Air Lines is conducting an extensive program of research into all aspects of the possibilities for post-war expansion, W. A. Patterson, president of the company, revealed in his annual report to stockholders.

The usefulness of air express, Mr. Patterson said, has been rapidly expanded and he predicted that there will always be a demand for the emergency aspects of air express. "In addition," he continued, "the non-emergency uses will expand rapidly in the post-war era as more efficient equipment makes possible reductions in tariffs. This non-emergency service will be popular chiefly because it will offer economy to the user."

Air Cargo, Inc., organized by four major air carriers, including United, has made progress during the past year in its studies of problems related to shipping by air, Mr. Patterson reported. These, he said, include among others, questions of rates, types of aircraft, ground services and facilities and promotional methods. (Slawson)

Proposed Orient Route Will By-Pass Coast Cities

Northwest Airlines, Inc., has applied to the Civil Aeronautics Board for approval of a route "north to the Orient," which, if granted, would completely by-pass San Francisco and Los Angeles, hitherto held to be indispensable transportation gateways to Asia. The proposed air route, originating at Chicago, would run to St. Paul and Minneapolis, thence over Canada to Nome, Alaska, then across Russian Siberia to Peiping, Chungking and Calcutta. A second route from Chicago to Seattle and Anchorage, Alaska, would be extended to Shanghai, Manila and Singapore, when possible.

Few persons realize, backers of the project point out, that the most direct route between Chicago and the Orient is directly north, not west from that city, or that distances from Chicago to all oriental capitals are as short or shorter over the northern route than through the Pacific coast ports. CAB has taken the application under advisement and a spokesman said no action would be forthcoming immediately unless a need for the route is shown as a war necessity. (Slawson)

ADEQUACY OF AIR CARGO

Part 2—Reaching Wholesaler and Retailer*

By JOHN H. FREDERICK

*Professor of Transportation and Industry, School
of Business Administration, University of Texas*

THE flow of goods through the channels of distribution is a complex process. The movement of products from the producer of raw materials to the manufacturer for processing and on to the wholesaler and retailer and ultimately to the consumer requires the extensive use of transportation facilities. How, then, may air transportation fit into the national transportation pattern so as to play its part most effectively in the processes of distribution?

While the number of producing units in the nation is quite large, the possibilities of air cargo development may well be shown by an analysis of wholesale and retail establishments and sales. These are the business units which more nearly reflect the comparative business activity of the several states for they are the intermediate distributive points between the producer and consumer for a large variety of goods. The extent to which these business concerns are served by airline facilities will give some idea of the adequacy of air cargo service for national distribution.

The 1939 Census of Wholesale Trade in the United States reports 200,583 wholesale establishments of which 119,140, or about 60 per cent, are located in the densely populated and highly industrialized Middle Atlantic and East and West North Central regions of the country. The remaining 40 per cent of these establishments are widely distributed over the other six geographic divisions as shown in Table 2.

About one-third of all wholesale establishments, in cities having scheduled airline stops, are located in the Middle Atlantic area giving that region nearly 74 per cent coverage of the wholesale business by direct air cargo facilities. Although the Pacific division has only 12.86 per cent of the wholesale establishments located at air-

line stops, it ranked second in the proportion of houses served with 65.54 per cent. The New England area has scheduled air line service to more than 50 per cent of the wholesale houses in that region but contributed only 5.36 of the total number of wholesale houses with scheduled air transport services. Airline coverage of wholesale establishments in the remain-

scheduled airline service. This means that wholesalers in off-airline cities could not avail themselves of direct air express and goods destined to or from these off-airline cities had to be handled by truck or rail to or from the nearest airline terminal. Certainly, in many cases, the time lost by having to ship via ground facilities, at least part of the way, is

TABLE I
Distribution by Geographic Division of Wholesale Establishments in the United States and the Proportion of Establishments in Cities with Scheduled Airline Service in 1940*

Geographic Division	Number of wholesale establishments	Per cent of total wholesale establishments in U. S.	Number of wholesale establishments with scheduled air service	Per cent of total wholesale establishments with scheduled air service	Per cent of total wholesale establishments in division with scheduled air service
New England	10,107	5.04	5,449	5.36	53.91
Middle Atlantic	45,370	22.62	33,497	32.97	73.83
East North Central	40,634	20.26	19,831	19.52	48.80
West North Central	33,136	16.52	9,204	9.06	27.78
South Atlantic	17,426	8.69	7,699	7.58	44.18
East South Central	8,198	4.09	3,460	3.41	42.20
West South Central	18,470	9.21	6,624	6.52	35.86
Mountain	7,310	3.64	2,756	2.71	37.70
Pacific	19,932	9.94	13,064	12.86	65.54
TOTALS	200,583	100.00	101,584	100.00	50.64

* Compiled from the 16th Census of the United States, Wholesale Trade, 1939, Bureau of the Census, 1941 and the Airline Traffic Survey, September, 1940, Civil Aeronautics Board, 1941.

der of the geographic divisions ranged from only 27.78 per cent in the West North Central division to 48.80 per cent in the East North Central. These six regions, however, account for less than 50 per cent of the total wholesale establishments with direct access to scheduled air express service, but include approximately 63 per cent of the total wholesalers in the country.

In 1940, just 50 per cent of all the wholesale establishments included in the census report were located in cities and towns having

one of the major detriments to the development of air cargo in large volume.

The geographic distribution of wholesale sales as reported by the 1939 Census of Wholesaling is shown in Table 2. It is significant that of \$55,265,640 of sales reported for the nation, \$42,488,295 of sales were made by establishments located in cities with scheduled airline services. The Middle Atlantic region accounted for 34.25 per cent of the total value of wholesale sales and 87.24 per cent of these sales were made in cities

* The author is indebted to the editors of The Journal of Air Law and Commerce for permission to reproduce the tables in this article as well as portions of the text from one by William J. Hudson and himself appearing in that publication.

FOR NATIONAL DISTRIBUTION

having direct air connections. The very high percentage of divisional coverage is accounted for by the fact that New York City, the largest jobbing center in the country, Philadelphia, and Pittsburgh are in this region. Each division, where the largest industrial development and jobbing centers are located, shows a very high percentage of the total value of wholesale sales in divisions with direct air cargo services. The East North Central region where such large cities as Chicago, Cleveland, Detroit and others are located had direct air connections for almost half of its wholesale establishments and covering 76.85 per cent of the sales in the region. Likewise, the Pacific division with Los Angeles, San Francisco, Seattle, and Portland had direct air service to cities where 78.47 per cent of the wholesale sales in that area were made. It is of interest to observe that although each of the remaining divisions have less than 50 per cent of their wholesale houses served by air transportation, in no instance is less than 60 per cent of the values of the total wholesale sales in these regions within reach of air cargo service.

This analysis of the distribution of wholesale establishments and sales indicates that, with respect to the wholesale trade of the country, one-half of the business houses accounting for three-

• **Editor's Note:** This is the second of three articles on adequacy of air cargo service for national distribution. The first article was published in January. It discussed the geographical distribution of air line services and pointed out why post-war expansion is inevitable. The present article further emphasizes this point. In the United States, with its extensive geographic boundaries and wide variety of natural resources, speed in the movement of goods is essential. The third article, to appear in an early issue, will discuss the problem of reaching consumer buying power in a post-war market.

fourths of the dollar value of the total wholesale business have direct access to scheduled airline services. Since the major air carriers rendered scheduled services to only 211 cities and towns in the United States in 1940, it is evident that the largest volume of wholesale business is concentrated at relatively few cities which are the marketing and jobbing centers for the several geographic divisions. High concentration of wholesale trade in the very large population centers is shown by the fact that the 14 cities (including the District of Columbia), each with a population of more than 500,000 in 1940, contributed 31 per cent of the wholesale establishments and 52 per cent of the sales for the country. These 14 cities, however, accounted for only 17 per cent of

the population. Cities of 100,000 to 500,000 population contributed 23 per cent of wholesale sales, but only 12 per cent of the population. According to the 1940 Census of Population, approximately two-thirds (66 per cent) of the population but only 20 per cent of wholesale trade is found in cities of less than 50,000 population and in rural areas.

A large proportion of the wholesale sales by establishments located at airline stops were to other establishments located in communities outside of the city in which they are situated. Wholesalers in many cities serve a trading area extending from 50 to 100 miles around the city in which they are located. The trunkline air carriers are not equipped to handle short-haul traffic so the development of air cargo traffic of that kind must necessarily be undertaken by feeder airlines if small communities are to have direct air service at all.

The figures in Table 3 show that only 574,922 of the 1,770,355 retail establishments in the United States are located in cities having scheduled airline services. That just one-third of these retail stores are situated at airline stops is accounted for by the fact that a retail store, unlike a wholesale establishment, is usually a small local business enterprise. All cities and towns have retail stores of one kind or another, but a wholesaler must locate in the larger cities serving as trading centers for a larger area comprised of many small communities.

The geographic distribution of retail establishments in the United States is almost identical, on a percentage basis, with the distribution of wholesale establishments. Two exceptions are the South Atlantic division which has only 8.69 per cent of the total number of wholesale houses reported but ac-

TABLE 2
Distribution by Geographic Division of Wholesale Sales in the United States and the Proportion of Sales in Cities with Scheduled Air Service in 1940*

Geographic Division	Amount of wholesale sales (add 000)	Per cent of total wholesale sales in U. S.	Amount of wholesale sales made in cities with scheduled air service (add 000)	Per cent of total wholesale sales made in cities served	Per cent of total divisional wholesale sales made in cities served
New England	\$3,171,487	5.74	\$2,183,445	5.14	68.85
Middle Atlantic	18,931,269	34.25	16,515,547	38.87	87.24
East North Central	11,228,015	20.32	8,628,734	20.31	76.85
West North Central	5,808,272	10.51	3,992,777	9.40	68.74
South Atlantic	4,566,652	8.26	2,792,169	6.57	61.14
East South Central	1,964,803	3.55	1,316,768	3.10	67.02
West South Central	3,457,385	6.25	2,357,811	5.55	68.20
Mountain	1,088,587	1.97	738,848	1.74	67.87
Pacific	5,049,170	9.14	3,962,196	9.32	78.47
TOTALS	\$55,265,640	100.00	\$42,488,295	100.00	76.88

* Source: Compiled from the 16th Census of the United States, Wholesale Trade, 1939, Bureau of the Census, 1941 and the Airline Traffic Survey, September, 1940, Civil Aeronautics Board, 1941.

TABLE 3
Distribution by Geographic Division of Retail Establishments
in the United States and the Proportion of Establish-
ments in Cities with Direct Air Service in 1940*

Geographic Division	Number of retail establishments	Per cent of total establishments in U. S.	Number of retail establishments with scheduled air service	Per cent of total retail establishments with scheduled air service	Per cent of total divisional retail establishments with scheduled air service
New England.....	121,888	6.88	26,538	4.61	21.77
Middle Atlantic.....	412,819	23.32	184,792	32.14	44.76
East North Central.....	364,508	20.58	129,729	22.56	35.59
West North Central.....	197,909	11.18	33,389	5.81	16.87
South Atlantic.....	199,371	11.26	53,036	9.22	26.60
East South Central.....	101,065	5.71	21,658	3.77	21.43
West South Central.....	159,768	9.02	40,375	7.02	25.27
Mountain.....	57,459	3.25	16,233	2.84	28.25
Pacific.....	155,568	8.79	69,172	12.03	44.46
TOTALS.....	\$1,770,355	100.00	\$574,922	100.00	32.47

* Source: Compiled from the 16th Census of the United States, Census of Business, Volume I, Retail Trade: 1939, Part 3, Bureau of the Census, (1941), and the Airline Traffic Survey, September, 1940, Civil Aeronautics Board, (1941).

counts for 11.26 per cent of the total retail establishments and the West North Central region with 16.52 per cent of the total wholesale establishments but only 11.18 per cent of the total retail establishments reported.

The dispersion of retail businesses among the many towns and cities of the country is indicated by the fact that just 32.47 per cent of all such stores are located at airline terminal points. Moreover, the Middle Atlantic, East North Central, and Pacific divisions, where the largest cities are located, each have less than 50 per cent of the retail stores served by air carriers in contrast to more than three-fourths of their wholesale establishments. The inadequacy of airline coverage of the retail business of the nation is so obvious the conclusion is inescapable that if the business houses of the country are to receive the benefits of air cargo and other air transportation services, there must be a considerable expansion of air routes and airline stops to include the smaller centers of population.

A much larger proportion of retail sales were made in cities serving as airline stops in relation to the percentage of establishments located at those points. Table 4 indicates that of the \$42,041,790 of retail sales made in 1939, \$17,547,082, or 41.74 per cent, were made in the 206 cities served by the major air carriers. The Middle Atlantic, West North Central, and Pacific divisions reflect a higher percentage of total retail sales made in cities served compared to

the percentage of total retail sales in the United States made by their divisions. This may be explained by the fact that the cities of largest population are situated in these divisions and because these are regions of the greatest commercial and industrial activity in the United States.

The New England and West North Central divisions, each, show a smaller percentage of retail sales compared to the total retail sales made in cities located on airline stops than they do for total

retail sales in the country. This is accounted for by the fact that the New England region contains many small towns and has a few airline stops while the West North Central region, though more sparsely settled and having fewer cities, is of large area with a small number of airline stops. The other divisions show approximately the same percentage relationship for both total sales and sales made in cities served by scheduled air carriers.

The fact that only about 32 per cent of retail establishments accounting for 41 per cent of retail sales have direct air service suggests that insofar as replenishment of stocks from manufacturers or wholesalers is concerned, the retail business of the country is primarily dependent upon ground transportation facilities. Cargo carrying planes of feeder airlines might be used to provide through air service for such transactions. But from the point of view of consumer retail purchases, the local nature of these transactions does not offer much opportunity for the use of air services.

It must be remembered that in a country such as the United States with its extensive geographic boundaries, and with such a variety of natural resources often found far removed from centers of population, speed in the movement of goods is essential.

These factors make it imperative to have available at all times the most modern and efficient transportation services. Air cargo will undoubtedly provide the next major improvement in our distribution process.

TABLE 4
Distribution by Geographic Division of Retail Sales in the
United States and the Proportion of Sales in
Cities with Air Service in 1940*

Geographic Division	Amount of retail sales (add 000)	Per cent of total retail sales in U. S.	Amount of retail sales made in cities served (add 000)	Per cent of total retail sales made in cities served	Per cent of total divisional retail sales made in cities served
New England.....	\$3,318,214	7.89	\$1,008,693	5.75	30.40
Middle Atlantic.....	10,291,937	24.48	5,275,724	30.07	51.26
East North Central.....	9,251,114	22.00	4,255,882	24.25	46.00
West North Central.....	4,138,883	9.84	1,227,432	6.99	29.66
South Atlantic.....	4,368,947	10.39	1,878,987	10.71	43.01
East South Central.....	1,845,037	4.39	727,921	4.15	39.45
West South Central.....	3,101,358	7.38	1,261,570	7.19	40.68
Mountain.....	1,427,541	3.39	645,198	3.62	44.50
Pacific.....	4,298,759	10.22	2,275,675	12.97	52.94
TOTALS.....	\$42,041,790	100.00	\$17,547,082	100.00	41.74

* Source: Compiled from the 16th Census of the United States, Census of Business, Volume I, Retail Trade: 1939, Part 3, Bureau of the Census, (1941), and the Airline Traffic Survey, September, 1940, Civil Aeronautics Board, (1941).



Unloading beef at an English port

Wide World

Lend-Lease Storage in England

... Diversified storage of England's food supplies is a gigantic undertaking. An elaborate organization has been built up throughout the less vulnerable areas to provide emergency stores and cold storage accommodations for local communities.

By PHILIP F. DYER
London, England

o o o

MANY people throughout the United Kingdom are getting larger and more regular supplies of food than in 1939, thanks to the lend-lease policy of the United States, and also thanks to better methods of handling and storage which have been developed by the British government since the great air raids of 1940 and '41. Many people in the United States probably have wondered what would happen to England's food supplies to-day in the event of heavy air raids or attempted invasion. They would feel less anxious if they could see, as a party of journalists did the other day, something of the elaborate organization the Ministry of food has built up throughout the less vulnerable areas to provide emergency stores and cold storage accommodation from which wholesalers may be re-stocked and neighboring communities provisioned.

The Ministry has developed a plan capable of being worked on a timetable which begins when communication is established with food ships destined for any given port and enables each food ship

on arrival to be unloaded and its cargo dispatched to various destinations in the shortest possible time. The goodwill of the dock workers plays its part in the success of the plan.

It is interesting to watch a ship loaded with meat from Argentina discharging its cargo on one side into little coastal boats and on the other into insulated railway or road wagons. As quickly as possible the carcasses are put into distributing depots or cold stores. Farther on a lend-lease ship is discharging its cargo of goods. Here are thousands of cartons, each containing 30 doz. eggs, cartons from Kansas City, Chicago, and other places with names familiar to film-goers; sacks of dried beans from Idaho; cardboard cartons of pork and beans, and many other valuable foods.

In peace-time at least 70% of the general public warehouse accommodation, and also of the cold-storage space of the country was in the ports, and the great peace-time stocks were held there. Early in 1941, the Ministry of Food embarked on a vast scheme to secure

safer storage inland, and while the scheme is continuously being enlarged, the Ministry can already claim that it is the biggest general warehousing scheme in the world.

To meet the emergency need for a great number of new cold stores away from the more vulnerable areas, the Ministry has adopted a standard type of building. The journalists visiting one of the largest refrigerating plants in the country shivered as they passed through a series of cold storage rooms and surveyed the thousands of carcasses, sides of beef, mutton, lamb, and bacon from Australia, the Argentine, and New Zealand, and thousands of packets of New Zealand butter. Much of the beef has been boned to save shipping space. One was assured that the meat kept in cold storage would remain in good condition for two years, and the bacon for one. Construction of many more refrigerating plants is now under way.

The most interesting, one might say exciting, part of the Ministry's scheme for reducing the vulnerability of food stocks, and for

making large quantities immediately available to wholesalers and the public in an emergency, is the selection of all kinds of odd and unexpected buildings to house foodstuffs that do not require special storage. Ten thousand such buildings, large, small, and very small, few of them built for food storage, are now scattered all over the country, their food stocks so apportioned that no area of the country should ever lack a supply of essential foods.

It is not easy to convert existing buildings into cold stores, but in one area an old workhouse has been successfully adapted. Nor is the construction of new stores easy. But in spite of the heavy demands on building labor, by adopting an excellent standard type the Ministry has made good progress with its extensive program of new cold stores.

It is essential to get food away



... A truck load of cheese from Wisconsin bound for cold storage.

from the ports to less vulnerable areas, and at the same time to spread stocks more thinly than would be possible if the dock warehouses were used. In this one division alone there are 600 buffer depots, and not one has been hit by a bomb. The aim is to make these stores proportional to the population in different parts, and they are so scattered that every area has a minimum supply of the six or seven principal foods. In peace-time, as already stated, at least 70% of the warehouse and cold-storage space was at the docks. Now the Ministry of Food, probably the largest warehousing concern in the world, is using 10,000 secret depots in different parts of the country, many of which were not built as warehouses.

I visited, for instance, an old convict prison, 300 cells in one wing now house food. Looking through

the peepholes in the heavy cell doors one could see cases of canned food and sacks of flour. Corned beef from Argentina fills the punishment cells. Some miles away 700 tons of tea, margarine, flour, and other foods filled what had been a spacious dance-hall.

Elsewhere in a mill no longer

buffer depot I found a special section for evening out local lacks in certain foods—tins of biscuits, Californian prunes, baked beans, cereals, rolled oats from Canada, Australian currants and raisins, and canned fish. At both of these places workers displaced from their normal jobs have taken up



... Tractor tires from Ohio being unloaded at Liverpool.

the new work of food storage with enthusiasm, and remarkable skill.

The Ministry has also had many special warehouses erected in the safer areas, where soon the bulk of stocks will be stored. One I visited had taken two months to construct of pre-fabricated parts and was just completed. It will hold 1,000 tons of food and the first supplies were arriving.

This has been a heartening tour; it has proved conclusively that England's cupboard is far from bare.

The people of England have much to be thankful for. They are



... Sacks of beans from the States being moved into storage.

producing textiles I walked through narrow passages between high walls made up of cases of food, and in a cabinet works which is now a

especially grateful to the people and government of the United States for their generous help in these most trying times.

All photos Wide World

Cold Storage . . .



Care in Piling and Ventilation Required for Fibre Egg Cases

● Solid and corrugated egg cases are coming into use this season in great quantities due to scarcity of new wood cases. Cold storage warehousemen are apprehensive as to whether all these fibre cases will withstand the rigors of cold storage temperatures and humidities. It is our belief that many of these untested cases will find their way into storage this season.

Comparatively few tests have been made of these cases in storage. The most successful of these tests to date are experimental and it will take a year of extensive storage to really prove their worth. The tests so far have proven the cases must be waterproofed so as to stand the high humidities in storage. They must be built strong enough to withstand a weight of at least 450 lb. without any appreciable deflection after being in storage a season.

The general conclusions of those who have experimented with fibre cases in storage may be summarized as follows:

The cases must have enough air vents on the sides to allow for cooling and ventilation. When piling in storage, at least one inch of space should be allowed on all sides of case under normal humidity conditions. Where very high humidities are held, it is suggested that one and one-half inches be allowed around the case and forced circulation be used. If lath are used in piling, an extra lath should be placed under the center of the case to prevent sagging. Those piled criss-cross fashion should allow the same spacing, and piled in a manner to allow ventilation throughout the pile.

Caution should be exercised in loading out cars of fibre cases. They should be stowed tightly without any slack in the load. Fibre cases puncture more easily than wood, although when well loaded into a car, it is claimed the

cases act like a spring and absorb more of the shocks than wood cases.

When loading a car with wooden cases of eggs, poultry or other commodities, the fibre cases must be loaded together and a frame placed in the car between them and the other boxes. Tests made by Department of Agriculture in the shipping of hatching eggs, proved eggs shipped in fibre cases show less tremulous air cells than those shipped in wood.

Many manufacturers will make fibre cases this year. So far, only a few have been tested for storage, and only five have passed the western railroad classification test. Those passed by the railroad permit shipping after storage assuming that they will carry in storage.

One house, when receiving shell eggs in second hand wood cases, stamps its receiving sheet as follows: "second hand cases—we will not be responsible for any loss or damage caused by the use of faulty cases." It is recommended that a protective clause of similar nature be used by all warehouses upon their warehouse receipts for shell eggs received for storage in fibre containers of any type—at least until more conclusive tests shall have established which ones will stand up without damage under customary cold storage conditions. Suggested wording for such a protective clause is as follows:

"Fibre egg cases for shell eggs being still unproven as to suitability for holding in refrigerated storage, the warehouse accepts shell eggs for storage in fibre cases only with the understanding that they will be handled and stored with utmost care, in accordance with established practices for wood cases and with the limited knowledge of, and experience with fibre cases. The warehouse will not be responsible for any loss resulting from breakdown of any fibre container or from concealed damage to or unsatisfactory condition of the contents of any fibre container of shell eggs."

Gov't. to Take All Eggs In Storage After May 31

All shell eggs in cold storage on May 31 shall be set aside for governmental agencies, in accordance with the Food Distribution Administration Order No. 40. The owner of eggs in storage must offer them to government agencies at not more than the ceiling prices applicable to grades for government purchases in effect at the time they are offered. After May 31 no eggs may be stored except for government uses, but shell eggs may be released from the order by the director of FDA.

According to present FDA estimates, fall egg production is expected to be substantially higher in 1943 than last year. It is therefore expected fewer storage eggs will be required for civilian use during the fall of 1943 than last year. Because of large demand for eggs for storing, current prices paid by wholesalers in some cities are quoted above the maximum price wholesalers may charge retailers at present OPA price order No. 333. Except as now controlled by order No. 40 eggs now going into storage would be marketed this fall and winter under the higher ceiling prices scheduled for that time.

Order No. 40 is one of two steps now being taken, it is said, to make sure of a proper distribution of eggs and egg products. Order No. 41, reserves spray dried whole eggs for delivery to governmental agencies and limits the production of frozen and liquid eggs, dried yolks, dried albumen, and dried whole eggs. Both orders become effective March 25.

Dehydration

● Four million dollars' worth of dehydrated foods annually is scheduled to come from a former Standard Oil plant at Middletown, N. Y., which has been purchased by the American Dietetics Co., Yonkers, N. Y. The concern plans to convert the plant in time to handle fall vegetable crops.

● Assurance has been received that materials will be available for the construction of apple and vegetable dehydrators in the Wenatchee district, Wash., so that large quantities of fruit and vegetables

● From preliminary report on fibre egg cases by Committee on Plant Operations, National Assn. of Refrigerated Warehouses.

which formerly have gone to waste may be preserved. The Department of Agriculture has consented to assign a qualified man to the district to work on the dehydration program.

● Ohio Apple Institute, and the International Dehydrating Co., Buffalo, N. Y., are planning establishment of several apple and vegetable dehydrating plants in northwestern Ohio. (Kline)

● Lee Jost, officer of the Kaysville, Utah, Fruit Growers' Cooperative, recently stated that the Kaysville group are considering plans to install a dehydrating plant for the dehydration of apricots and preservation of cherries in that region. Cannery of the region will be asked to help develop the projects on a paying basis. (Branson)

● One of the four apple dehydration plants to be established in

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Ohio by the federal government will be located in Salem, center of one of the largest apple producing areas in the state, according to M. W. Baker, U. S. Department of Agriculture marketing specialist. Two other plants will be at Jackson and Painesville, and another possibly at Oak Harbor or Port Clinton, he said. Each plant will cost between \$50,000 and \$100,000, with the government advancing the money for the dehydrating equipment. (Kline)

● The Salem Engineering Co.,

which has been investigating the possibilities of a dehydration plant for this section, is expected to announce that it will operate the plant as a private enterprise, a spokesman for the firm said. Sam Keener, president, has just returned from a conference in Washington with officials of the agricultural department. (Kline)

● Kentucky-Tennessee Food Cooperative, Inc., Hopkinsville, Ky., recently organized subsidiary of Eastern Dark-Fired Tobacco Growers Cooperative Assn., plans two new dehydration plants for handling sweet potatoes and other vegetables.

● Hale County Food Co., Plainview, Tex., canning and packing firm, is constructing a vegetable dehydrating plant at Mission, Tex.

● Southern Dehydrating Co., Inc., Columbus, Ga., has recently been organized and priority ratings are said to have been obtained.

Holds Army's New Packing Methods May Influence Post-War Shipping

(Continued from page 11)

ments without disintegrating or endangering its contents. This type of box, he said, will probably be used chiefly for subsistence supplies. Tremendous advances have also been made, the captain further indicated, in means and methods for inhibiting corrosion and rust on automotive equipment and war machines generally.

In the enforced absence of Edward Dahill, chief engineer, Freight Container Bureau, the course of instruction at the Chicago conference was supervised by A. P. Kivlin, assistant chief engineer. Assisting him were H. F. Flynn, J. E. Roumillat and L. T. Donovan from the Bureau's New York office, J. E. Marshall from the Chicago office, and James League from the Bureau of Explosives, Chicago.

In great detail the vast volume of data accumulated by the Container Bureau was reviewed, and visual presentation was made through charts, slides, motion pictures and miniature models. Subjects covered ranged from how to drive a nail to the best advantage, to how to brace "block buster" bombs in freight cars, with no "if's" attached.

Marking of shipments received considerable attention, with Capt. Mount explaining the how and why of Army requirements. Com-

mercial concerns, it was stated, frequently use large and unnecessary markings on containers in making deliveries to Army agencies. As a result difficulty has been experienced in making military markings sufficiently prominent for ready handling during oversea shipments. To meet this situation the printed Procurement Regulations were amended late in February and Capt. Mount, in his exposition, called particular attention to the changes now in force on all contracts.

The virtues of the "three-corner" crate and diagonal braces were demonstrated with the aid of models and there were other demonstrations of the theory of car bracing, the handling of freight on loading platforms, preparation of machine for shipment, flexible or floating methods for securing machinery in cars, the loading of crates, boxes of all types, barrels, kegs and drums, commodities on pallets, and other matters. Many of the recommended procedures were along lines advocated by Matthew W. Potts in the articles on materials handling that have appeared in *D and W*.

The fine job which the railroads are doing in transporting munitions was commented on at the Chicago meeting. Day and night, an endless stream of trains is dashing out of midwestern ord-

nance plants, bearing millions of tons of high explosives to the Atlantic and Pacific seaboards. Yet, to date, not one disaster has occurred and the reason for this accomplishment were made clear by Mr. League of the Bureau of Explosives. Methods for stowing, which cannot be detailed here, were explained and illustrated. Summed up, they suggest that the railroads handle the stuff more carefully than a mother her infant when she puts it to bed.

No effort is being made to maintain the 100 per cent perfect record for handling explosives, Mr. League stated, but the railroads also have an eye open to the possibilities for cutting corners. At the ordnance plant near Elwood, Ill., for example, he said, a method was developed for speeding the loading of cars with t.n.t. bombs which has cut 55 man-hours off the time previously required.

J. E. Marshall, "trouble-shooter" in the A. A. R.'s Chicago office, appealed to his audience of army men for cooperation where trouble develops through faulty loading of machinery. Many manufacturers today are making machines for the first time in their experience, he said, and have no knowledge of proper loading practices. Many top-heavy shipments have been delivered to the carriers and trouble has followed.

"Let us know," said Mr. Marshall, "whenever you get a shipment in bad order. Then we can determine the cause and work with the manufacturer before this goes too far."

Waterways and Terminals ...



OPA Acts to Stimulate Maximum Use of Barges

To stimulate the maximum use of barges transporting coal from New York to New England, thereby facilitating the flow of coal to war plants and homes in one of the fuel oil shortage areas, the Office of Price Administration has extended by 100 tons the cargo weight limit under which a maximum rate for transportation can be charged.

Under Amendment No. 149 to Supplementary Regulation No. 14 of the General Maximum Price Regulation, effective April 7, 1943, the maximum freight rate applies to coal cargoes of 700 tons or less per barge. Previously this maximum rate was for cargoes of 600 tons and less.

Many deck scows in the business of carrying coal from New York to New England ports have a capacity of less than 600 tons. By the installation of sideboards, however, the capacity of many scows can be increased to between 600 and 700 tons. Under the previous freight schedule, operators were not encouraged to utilize this extra space as cargoes above 600 net tons moved into a lower freight rate category, and the financial return for the larger cargo would sometimes not be as large as for the smaller tonnage at the higher rate, without taking into consideration the cost of installing the sideboards.

Under the new amendment, operators will be encouraged to use sideboards and carry larger cargoes because the higher freight rate obtains up to the 700-ton limit. The receiver will not pay more per ton for the larger cargo of coal than for the smaller cargo carried previously in the same barge.

Freight Directive Issued On Less-than-1,000-Ton Ships

The War Shipping Administration has suspended conditionally the application of maximum freight rate ceilings to vessels of less than 1000 gross tons until July 3. The suspension was ordered in a supplement to General Order 29, amending part 341 of Ship Warrant Rules and Regulations.

Except as otherwise directed by the Administrator, the maximum rate ceiling as prescribed in paragraph 2 of the "Uniform Conditions to be Incorporated into the Undertaking by reference on Schedule 'A,' February 3, 1943," is suspended until July 3, 1943, in its application to vessels of less than 1000 gross tons whose owners or operators file with the Warrants Section, War Shipping Administration, a detailed voyage account covering the voyage immediately preceding the first voyage made as a warrant-holding vessel.

The foregoing does not suspend nor affect the provisions of the warrant agreement relating to trading areas of vessels or their cargoes.

Rail-Water Route for Ore Disapproved by Eastman

Joseph B. Eastman, director, ODT, recently stated that the establishment of a rail-water route for the movement of iron ore from northern Minnesota to southern Illinois is inadvisable at this time.

"Following the announced policy of ODT to seek maximum conservation and utilization of all transportation facilities," Mr. Eastman said, "the whole question of diverting to river barge the iron ore which for the season of 1942 moved all-rail from the mines in northern Minnesota to southern Illinois has been thoroughly investigated by traffic specialists of ODT.

"The investigation, made in the light of conditions as they exist in 1943, indicated that:

"1. Because of the large increase in traffic on the inland waterways and the limited supply of barges, the loading of 350,000 tons of iron ore southbound would have the effect of materially impairing the ability of the barge lines to handle coal northbound. This would make it necessary for the rail lines to have more coal northbound, with further strain on their open-top equipment, manpower, and motive power.

"2. The diversion of the iron ore to the barges would require further development of loading and unloading facilities at both terminals of the river movement.

"3. The net effect of the diversion would be additional use, rather than a saving in the use of rail equipment."

Traffic Bottlenecks Reported Serious in Toledo Area

A freight traffic problem which could be extremely costly to carriers, shippers, and receivers of freight, is developing in the Toledo, Ohio, area, according to Clare B. Tefft, transportation commissioner, Chamber of Commerce, who said the difficulty, due in part to a manpower shortage, revolves about release of railroad flat cars, cleaning of the cars, delivery service, duplication, truck detention, embargoes, and merchandise car deliveries.

Efforts to relieve the situation will be made by the Toledo Defense Council transportation advisory committee, of which Mr. Tefft is chairman, and by rail and truck carriers, and officials of the Interstate Commerce Commission, and the Assn. of American Railroads. The group will try to effect more efficient handling of freight here to offset costly delays and a possible breakdown, Mr. Tefft said.

Advisory committee members are the following traffic executives: L. H. Baughman, Toledo Scale Co.; W. J. Bryan, Spicer Mfg. Corp.; W. J. Chisolm, Woolson Spice Co.; M. A. Cox, Doeblner Die Casting Co.; H. A. Huston, Champion Spark Plug Co.; and U. E. McFarland, Owens-Illinois Glass Co. (Kline.)

\$2,500,000 to San Francisco For River and Harbor Work

Two and a half million dollars of the Army Engineers' 1943-44 fiscal year appropriation for river and harbor and flood control projects have been allocated to the San Francisco Bay area. Of this amount, \$100,000 will go to maintenance and contingency funds of river and harbor projects; San Pablo Bay and Mare Island Strait will get \$220,000; Sacramento River, \$125,000; with the remainder going to Sacramento River flood control project, some of it reimbursement to the State of California for funds advanced during 1942 for this work. (Gidlow.)

Grace Line Made Agents For Peruvian Line

The Grace Line has been appointed Pacific Coast agent for the Peruvian Steamship Co. in connection with the latter's newly inaugurated freight service between Peru and this country's Pacific Coast ports, according to Fred Doelker, Grace line vice-president. This is the first direct service between Peruvian ports and our Pacific Coast ports, it is said. (Gidlow.)

May Salvage Scrap Metal From Great Lakes Wrecks

Regional officials of WPB are studying records of famous marine disasters of the Great Lakes during the last century, in the hope that millions of tons of scrap iron and steel at the bottom of the lakes can be salvaged for American weapons. The scrap would not only be in ship engines and machinery and plates but also, in many instances, in cargoes. The list of disasters, now being compiled, goes back to 1847, when the historic Julia Palmer was lost near Two-Hearted River on the south shore of Lake Superior. The Palmer was converted into a side-wheeler in the early days of steam navigation on the lakes. (Kline.)

Car Ferries Converted To Save Truck Mileage

The car ferries City of Petosky and City of Munising, which for many years traveled in the Straits of Mackinac, are being fitted for a new service handling auto trucks and trailers between Cleveland and Detroit. The two 356-ft. vessels, owned by the State of Michigan, have been chartered by the newly-organized Trucker Steamship Co., Detroit. It was estimated the handling of motor trucks and trailers by water between the two points will save approximately 5,000,000 tire miles and 5,000 qt. of oil daily and three full train loads of gasoline yearly. (Kline.)

Waterways Get More Bottled Beer Shipments

Several of the leading brewers have adopted all-water and water-rail routings for the shipment of bottled beer in order to comply with WPB and ODT recommendations for reduced use of railroad equipment and elimination of so-called "cross hauling."

Barge lines are getting bottled beer shipments to virtually all Mississippi and Ohio River ports. All-water shipments from Chicago and St. Louis have gone as far as Texas. On the other hand draft beer continues to move all-rail in view of need for refrigeration.

Coast Firms Campaign For 7-Day Freight Handling

Following the lead of public warehouses, wholesale grocers and hardware men and some other industries, which have increased their receiving hours for freight, 15 large furniture houses in San Francisco have agreed to receive freight on Saturdays or when necessary to prevent tie-up of equipment at loading terminals. This is part of a campaign to persuade business men here to go on a 24-hour-seven-day work week insofar as freight handling is concerned, so as bring about more efficient use of transportation equipment and to relieve tie-ups at truck and rail terminals.

R. C. Fels, of the San Francisco Chamber of Commerce transportation committee, who has been active in this work, has addressed a request to the Retail

Merchants' Assn. urging that their membership (large department stores and mercantile houses) accept freight on Saturdays or at such times outside of regular hours as may be necessary.

According to the Chamber, studies of port and transportation facilities in San Francisco have revealed that freight cars and trucks have sometimes been held up here for days because trucking firms and other handlers were not able to make deliveries to consignees operating on a five-day week basis. This has even resulted in trucks being loaded Friday and garaged until Monday mornings before deliveries could be made. (Gidlow.)

Stop River Terminal Construction at Knoxville

Construction has been halted on one of the four Tennessee River barge terminals for which preference ratings were restored in February. The terminal halted is at Knoxville, Tenn. The remaining three, which will handle freight traffic on the Tennessee River, are at Chattanooga, Tenn., and Gunter'sville, and Decatur, Ala. All were planned to have facilities for highway and rail connections.

River Traffic Needs May Halt Barge Conversion

A steadily increasing volume of so-called dry bulk cargo and difficulty in obtaining suitable seasoned lumber for construction of emergency wooden barges is expected to compel stoppage of open top steel barge conversion to bulk oil carriers at approximately the half-way mark, according to Washington officials.

According to barge operators, further depletion of their steel open top barge fleets for emergency oil transportation without equal replacements of wooden barges will seriously interfere with programs involving barge transportation of coal, sulphur, scrap iron, steel and other bulk dry commodities. The barge lines reported a considerable increase in their handlings of these items and said that traffic schedules of shippers call for their handling of additional tonnages.

Port of New York Authority Cites Post-War Problems

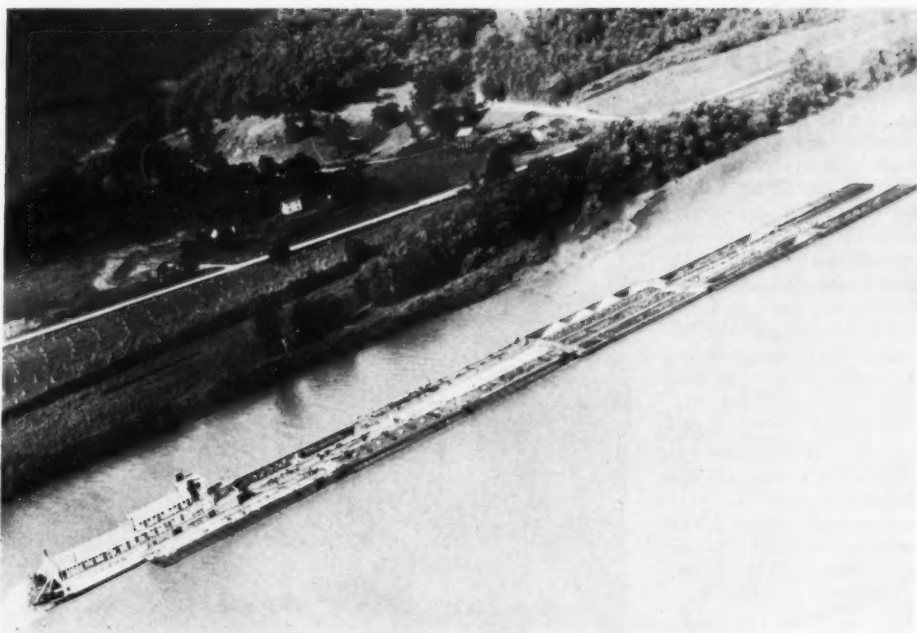
The Port of New York Authority has called upon the States of New York and New Jersey to take "prompt and constructive" steps to meet the "serious problems" that will confront the port at the end of the war.

The plea, made in the Authority's 22nd annual report to the Governors and Legislatures of the two States, declared that the danger to the port was threefold. It listed the threats as, first, the revolution in transportation accelerated by the war; second, diversion of commerce to other ports because of the war, and, third, burdensome and local transport costs.

"Wartime progress in the use of airplanes for the movement of cargoes and passengers has been phenomenal," the report said, adding that in the post-war world "air transport will compete for an important volume of high grade freight and passenger traffic."

It announced that the port "must plan now for the development of those facilities and the acquisition of those services which will make this port the crossroads of the world's air lanes, as well as the nation's principal gateway for waterborne commerce."

● Fitz Warehouse Corp., Boston, Mass., has announced that its Charles River Stores and the business at that warehouse have been sold to the Boston Tidewater Terminal, Inc. The Fitz Warehouse Corp. will continue to operate the Albany Terminal Stores, 137 Kneeland St., Boston.



Courtesy Union Barge Lines

... Oil-burning sternwheel steamer "Jason", 2,000-h.p. boat, helping to handle heavier river traffic caused by increased tempo of war industries. In this tow being pushed upstream toward Pittsburgh are 29,000 barrels of gasoline, 4,500 tons of steel scrap, 600 tons of sulphur and 600 tons of bauxite, all vital war materials.

Pittsburgh Plans Construction Of River-Rail-Truck Terminal

By L. M. LEFFINGWELL

o o o

PITTSBURGH plans to establish a river, rail and truck terminal along the north side of the Ohio River waterfront in order to expedite regular freight, and the increasing tonnage it is receiving from points within a 200-mile radius.

At present Pittsburgh is said to be the only city of consequence along the rivers that is without proper wharf facilities. The location of the proposed terminal is 25 acres formerly occupied by the plant of the Pressed Steel Car Co. below the Northside-Westend Bridge in the Woods Run section.

The proposed terminal site extends 753 ft. along the Ohio River, is equipped with concrete dock, and is accessible to two railroads. Minimum depth of the water at pool level along the dock is 16 ft., necessary—even though barges hauling steel draw only 7 ft.—because silt from the river washes in along the dock.

Plans call for a one-story terminal with canopied loading platform equipped with locomotive cranes. From the terminal, trucks will be able to operate through the uncongested Northside district into Pittsburgh. The City of Pittsburgh is now attempt seeking enabling legislation from the Pennsylvania Legislature to start construction on the proposed terminal. A special committee representing the City includes: Charles Donley, traffic consultant, chairman; J. D. Beltz,

Baltimore & Ohio R. R.; A. J. Bessolo, general traffic manager, Gulf Oil Corp.; J. F. Fox, Chamber of Commerce, Industrial Division; C. W. Head, Chamber of Commerce, Transportation Division; Parke Martin, planning manager; A. L. Osborne, Union Barge Lines; W. B. Rodgers, Pittsburgh Coal Co.; F. M. Roessing; Herbert Vogel; J. G. White, general manager, Pennsylvania Railroad; W. F. Schulten, assistant president, Pittsburgh Coal Co.; George F. Callahan, Jr., Exhibitors Service Co. (motor freight); Donald O. Moore, Chamber of Commerce.

A survey is being made of possible tonnages that now cannot be serviced from different ports, viz.: Memphis, St. Louis, etc., in order to learn what material and how much additional traffic would be available to the terminal. The survey is necessary since the only current data covers traffic already being handled.

The survey is said to be difficult to make because the normal flow of river traffic has been disrupted by the war. Thus, oil formerly shipped down river southwest to Ohio now goes directly east to the Atlantic seaboard. In turn, many products now moving on the rivers probably will be moving through different channels, their old original channels again, after the duration.

When the new terminal is completed, it is expected

(Continued on page 58)

THE SOO . . . 'gateway to the interior'

IN this time of war, industry is crying for steel, and the ore carriers that ply the Great Lakes are coming and going constantly to and from the iron ranges in Upper Michigan and Minnesota.

Last year's hopeful estimate has been that 90,000,000 tons might be carried, which would have been 11 per cent more than the previous year's record high. Not only was this estimate overshadowed by the record movement of 92,000,000 tons of iron ore, but shipments exceeded all requirements of the year by 500,000 tons.

The story of iron is only one of the fascinating chapters in the history of the Great Lakes. It was 98 years ago when William Burt, a government surveyor, found himself unable to run his surveying lines between Carp and Dead Rivers on the Upper Michigan peninsula because of the spinning of his compass needle. The reason was that great quantities of iron were under and all about him in the hills around Lake Superior.

To move such quantities of ore as are being carried through the Great Lakes the ships are constantly going through the Soo locks 24 hours a day. The Soo Canal and locks provide a passage for the landlocked ore of those ranges.

School books and travelers are voluble in their praise of the Panama Canal and the Suez Canal, but give little attention to the Soo, which, though open only about seven months in the year, floats a greater volume of tonnage than either of the other two more famous canals.

Chicks Must Be Shipped Right After Hatching

(Continued from page 15)

the plants chiefly by rail, though a large supply also is brought by common carrier trucks. The chick boxes come in bundles of 30 boxes each and are brought into the plants by the company's own trucks after being taken from freight cars.

Chick hatching is seasonal, January to August being the peak sea-

son, but there is plenty of activity in-between times at the plants in getting ready for the next busy season—buying mature poultry, marketing eggs, selling feed and servicing flocks. During this season each of the 225,000 birds must be individually handled and examined to determine whether they are fit for breeding. This takes about three months out of the year. Then there are vacations after the hard chick season, and before long the busy season rolls around again.

For deliveries within a radius of 100 miles the company operates

its own trucks. Excellent rail service is also available. The Illinois Central touching all three points where plants are located, handles about 85 per cent of all shipping done by the Hayes company.

As previously stated, food is helping to win the war, and we feel that we are contributing something worthwhile to the national economy. As an indication of this, the volume of our business has materially increased. Our major concern now as always, is to maintain maximum quality and efficiency of service. This we are doing.

• • • The Soo Canal receives little attention. It is open only about seven months in the year, yet it floats a greater volume of tonnage than either the Panama or Suez canals.



Courtesy Carnegie-Illinois Steel Corp.

. . . Steamship William J. Olcott, of the Pittsburgh Steamship Fleet, fully loaded with iron ore being towed away from loading dock.

Despite the historians, the Soo may well be said to have played a greater part in the nation's development of the United States than the far-famed Eire Canal. The

Soo Canal has been and still is the veritable gateway through which this country has reached a front rank in steelmaking.—*Cleveland.*

Warehousing is Indispensable In Modern Distribution

IT has often been pointed out that the warehouse industry is indispensable in peace and a bulwark of strength in emergencies. This is amply demonstrated in the present crisis. Warehouses now are engaged, in cooperation with the War Department, in providing facilities for the handling and shipment of strategic materials necessary to the prosecution of the war.

Through the medium of the Federal Emergency Warehouse Assns. which, at the instance of the War Department, have been formed at many points throughout the country and which, it is understood, will be still further extended, member warehouse companies contract to hold available for exclusive Government use, as and when required, a stipulated percentage of their occupiable space. The War Department is thus enabled to deal directly with these associations to facilitate the movement and shortage of materials.

Not only are the physical resources of warehouses placed at the disposal of the Government today but the personnel of many warehouses are serving both in civilian and military capacities. Many are commissioned officers in the Army, giving the utmost of their expert knowledge and experience to the war effort. Material economies have been made for the Government thereby, and prompt despatch of shipments, so essential in the present emergency, have been and are being greatly facilitated.

Any reference to the importance of the warehousing industry would be incomplete without a word concerning the bonded warehouse system which constitutes an integral part of the administrative provisions of our tariff policy. It is now nearly 100 years since steps were taken by the United States Government to initiate this system. After much opposition, it was finally enacted into Law, April 16, 1846, whereupon Commissioners were appointed by the Secretary of the Treasury, during the administration of President Polk, and sent abroad to study the practical operation of similar systems on the continent of Europe and in Great Britain and to report thereon. On their return, they stated that British statesmen and

By FRANCIS T. LEAHY

Executive Vice President, Warehousemen's Assn. of the Port of New York, Inc.

o o o

businessmen were unanimous in declaring that scarcely any act passed by the British Parliament had aided the development of Great Britain as a center of universal commerce as had the warehouse law. Though in its inception it had encountered violent opposition, its benefits soon became so apparent all opposition was silenced.

The benefits enjoyed by Great Britain have been repeated here throughout the years. Today, our bonded warehouses are the depositories of goods from all parts of the globe. Merchandise may remain in storage for a period of

three years, during which time it may be withdrawn in quantities, as desired, upon payment of duties, or for export with full remission of such duties.

The success of the bonded system here and the extent to which its advantages are being utilized will be appreciated when it is known that at the Port of New York alone, in normal times, our warehouses hold in customs custody, imported merchandise the unpaid duties on which approximate \$75,000,000. In the credit thus extended, capital is released and merchants are enabled to finance and expand their operations. In addition, through the medium of the warehouse receipt, they may negotiate loans on their merchandise through the banks. The banks, in turn, are materially benefited, as their collateral is securely held under joint custody of the Government and the warehouse proprietor during the life of the loan.

Though we are now facing an interruption of normal internal and international commerce and intercourse, with the return of peace and the triumph of the United Nations, there can be no doubt that we will go forward, in a reconstructed and better world, to a prosperity unparalleled.

In that new world we envisage, there must be a freer and broader intercourse among all peoples based insofar as possible upon mutual agreement and understanding so that isolationism and related prejudices and restrictions may no longer serve as a breeding ground for war.

This country must lead in liberalizing international relations and by encouraging and promoting wider contracts and friendships, aid in laying the foundation for a just and enduring peace.

The warehouse industry, an important adjunct in foreign trade, is eager to cooperate in the attainment of these objectives.

● American Ferment Co., Inc., subsidiary of Sterling Drug, Inc., has moved its headquarters and physical facilities from Buffalo, N. Y., to Trenton, N. J. Executive and sales offices are now at 170 Varick St., New York City.—Kline.

Watches Wanted

Anyone having a railroad watch which he does not use for essential purposes can contribute to the war effort by selling it for railroad use, the Consumers Durable Goods Division of WPB has announced. This appeal to the public followed discussions at the Railroad Watch Mfrs. Industry Advisory Committee meeting with officials of the Division last month.

An acute shortage of these exact timepieces, so necessary in the operation of today's heavily-burdened and closely-scheduled railroads, was the major point of discussion. Substantial relief, it was said, could be achieved if the public would respond to the turn-in appeal.

Anyone willing to sell his railroad watch into essential use can take it to his nearest retail jeweler, who will direct him to the local railroad watch inspector, if the jeweler himself does not act in that capacity. Or, an inquiry addressed to the Watch and Clock Unit of Consumers Durable Goods, War Production Board, Washington, D. C., will bring the necessary information.

Readers' Comment . . .



Predicts Closer Future Cooperation Between Air and Motor Carriers

"In looking over your magazine it is obvious that you are doing a very thorough and important job and you are to be complimented on your foresight in connection with air cargo," writes Harry S. Pack, chief, Air Cargo Technical Development, Pennsylvania Central Airlines, Washington, D. C.

"I am interested in your educational advertisements and I am anxious to keep in touch with all the development work being done by the various manufacturers of handling equipment.

"I am anxious to acquaint the motor carriers with our problems so that they will all be thinking about them. It is obvious to me that all air lines will work more with the motor carriers than with the railroads.

"If there is any way you can do so, I would appreciate your asking any people with new ideas on cargo handling, cargo handling equipment, etc., to get in touch with me. I will be pleased to cooperate with any of them, to the extent of my ability, in developing new handling equipment.

"At present our main cargo activities are being carried on for the Army Air Force, and therefore the subject is restricted, and we cannot advise of our air cargo activities. Nevertheless, we are extremely interested in the development of air cargo for the day when we will be able to obtain planes and equipment for the big job we hope to do commercially. Your interest in this matter is sincerely appreciated."

Query on Taxes

"Recently we received a 1943 copy of 'Tabs on Taxes,' revised by John H. Frederick, Professor of Transportation and Industry, School of Business Administration, University of Texas," writes K. L. Briard, real estate and tax department, Nestle's Milk Products, Inc., New York City.

"We wish to advise you that we find this pamphlet very helpful in checking our tax matters and wish to compliment your organization and the author for such a fine digest of the tax situation.

"We note that in the state of Minnesota there is an exemption from taxation of goods imported into the state as long as they remain the property of the importer and are in the original package. We have checked the Minnesota laws and are unable to find any authority for this exemption. We would appreciate advice as to just what section of the law sets up this exemption and if the same is granted through a Court decision or by authority of the tax officials we would appreciate knowing concerning the same."

"The authority for this statement," Dr. Frederick replied, "is the Director of the Tax Research

Division of the Minnesota Department of Taxation. Court decisions are 178 U. S. 496; U. S. 518 and 208 U. S. 514. The same authority is responsible for the statement that personal property in Interstate Commerce stored in warehouses in Minnesota while enroute through the state is not assessed."

"Productive and Sound"

"I have always been an admirer of *D and W*," writes Paul Maloney, Jr., president, Maloney Trucking & Storage, Inc., New Orleans, La., who is also treasurer, Local Cartage Truck Operators of U. S., "and of course," he continues, "we have maintained space in your publication over a great period of years.

"I also had the pleasure in the presence of our group the other day of strongly recommending their reading of *D and W* and also their support of this productive and sound industry publication."

Offers Information On New Developments

"Your inauguration and treatment of air cargo transportation, present and future," writes Ken E. Cochran, now an aviation cadet at the Naval Air Station, Corpus Christi, Texas, "offers information on a new field of vital interest to me, because I spent three years with Freightways, Inc., Salt Lake City, Utah, before entering the U. S. Naval Air Corps Reserve. I look forward to great developments in air cargo in the future. Your publication helps me to keep up with developments and prepare myself to fit into the scheme of air transportation, when this war is over.

"Your annual Directory, of which I received a copy, has found its way into the traffic department of Consolidated Freightways, Inc., Portland, Ore. *D and W* receives the best of respect everywhere."

What *D and W* Means To a Warehouseman

"We, as you know, receive *D and W*," writes W. E. Minium, of W. E. Minium Moving & Storage, Lewisburg, Pa. "It has come to mean more to us, and I mean this, than any other trade magazine we ever read.

"If it were not possible to re-subscribe to *D and W*, I feel that a severe handicap would be placed on our operations and our 'keeping abreast' of what goes on in the warehouse world outside our immediate sphere."

"Tabs on Taxes"

"You were kind enough," writes H. E. Ross, distribution manager, Spreckles Sugar Co., San Francisco, Cal., "to send us a pamphlet covering the taxes for all of the various 48 states segregated as to the assessment date of personal property tax and other very valuable information. We want to take this occasion to thank you very much for this and to compliment you and the author of the document."

Editor's Note: Comments from readers are always welcome and often helpful. Unfortunately, space limitations and war-time paper restrictions prevent us from publishing many of the comments we receive. We are forced to select those that seem most likely to be of general interest.

Washington News . . .



MAJ.-GEN. Charles P. Gross, chief, Army Transportation Corps, told a group of editors here recently no industry has been so quick in coming forward in the war program as the railroads. The first 12 months of this War, American railways handled four times as many troops as during the first World War, i.e., 11,641,838. Gen. Gross points out the first World War was chiefly a task of transporting passengers; this time it is mainly freight. The past year the railways handled 41,000,000 tons. They tell us here, this year railroads must haul half again as much freight as they did in 1941-42, and they must do it with less equipment. Military transport was achieved by making longer trains, loading cars more heavily, moving trains faster, and cutting the time cars are permitted to stand in sidings under load or empty.

Gen. Gross emphasizes that motor carriers, unknown in the first World War, are doing a man-sized job. They are presently hauling 500,000 men per month, and 400,000 tons freight for the Army. Army also is using inland waterways, by river barge and lake steamer. Army uses air transport at home and abroad for articles of strategic importance. Cargo shipped overseas, the first year of this War, exceeds 82 lb. per man, over double the volume in 1918-19.

Commissions . . .

Maj.-Gen. Milton A. Reckford, commanding general, Third Service Command, has asked that word be passed along there are still commissions available in the Transportation Corps for men who will serve as industrial traffic officers, ship maintenance and repair officers, and water terminal managers. Applications should be addressed to Third Service Command Procurement District Officers at Baltimore, Pittsburgh, Philadelphia, or Richmond (Va.). . . .

ODT announced a rail-water route for iron ore from northern Minnesota to Southern Illinois is inadvisable at this time. It would interfere with coal northbound. . . . Government reports that marked increases are developing in traffic on the Mississippi, Ohio, Monongahela, Allegheny, Kanawha and Warrior rivers, especially in the movement of coalbarges. . . . Motor

By **ARNOLD KRUCKMAN**

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vehicles may not be used between seaport towns in Haiti, sailing vessels and auxiliary motor ships being used instead.

The 500 wooden petroleum tank barges, 21 towboats, and 100 tugboats now under construction will be operated by private companies on a charter basis. The barges, capable of carrying 6,000 bbl. each, will be 169 ft. 6 in. long, 34 ft. beam, 10 ft. 6 in. deep. Tugs, steel-hulled, with 600-h.p. Diesel engines, will be 85 ft. 10½ in. long, 10 ft. 6 in. deep, 24 ft. beam. Towboats, steel-hulled, steam-propelled, 2000-h.p., will be 185 ft. long, 11 ft. deep, 54 ft. beam.

Barge terminal at Knoxville, Tenn., planned by the TVA, was stopped by WPB. Others, at Chattanooga, and at Guntersville and Decatur, Ala., to handle freight traffic on the Tennessee River, will be completed. . . . The first of 35 tank barges, converted from dry-cargo and merchandise carriage, arrived early in April at Minneapolis with 1,760,000 gal. heating oil. . . . War Shipping Administration has returned 34 fishing vessels to their owners. Earlier during the war they were requisitioned by the Navy. . . . They will go back into the Alaskan salmon industry, and California sardine fishing. . . .

Men over 38, in the Army, at home or abroad, may secure permission to return to employment in essential industry, if their applications are approved by their commanders, the State Selective Service Directors, and the local draft boards which inducted them. Applications must be filed before July 1.

Over 50,000 women are employed in for-hire trucking, but very few as drivers. Local transit employees 12,000 women. . . . Public warehousing and storage employees upwards of 7,000 women, almost exclusively in offices. . . . Very few women are employed in domestic water transportation. . . . Latest Government figures reveal 160,000 women are employed in all transportation branches, including air, rail, motor, and pipelines. Of the additional 175,000 workers required

by January, 1944, many will be women according to ODT. . . . Maine and California employ 223 women bus drivers, 220 as long-distance drivers. In Dayton, Ohio, women are being hired as drivers and conductors. . . . ODT emphasizes that State Labor regulations do not prevent employment of women in transportation industries. Where legislation interferes, exemptions are granted for war needs. Applications are made to the State Labor departments.

Airways . . .

Commerce Department has reports that the three principal railway systems of Great Britain have collectively acquired control of all the chief air transport routes in the British Isles. . . . Much talk around Washington about the plan for the Federal Government to acquire 49% ownership in Pan American Airways. . . . Pan American was awarded a route between New Orleans and Guatemala City, via Merida, Mexico. American Export Airlines were denied routes between New Orleans and Balboa, Canal Zone and between New Orleans and Havana. Pan American expects to be operating over the new route by end of May. . . .

Post Office officials are trying to impose a plan to prohibit the use of airmail by civilians, except within a 500-mile radius. Canada and Britain give civilian airmail priority over military needs. . . . United Airlines has asked permission to purchase control of Lieyas Aereas Mineras which operates 1700 miles in Mexico. . . . Northeast Airlines has applied for post-war privilege of operating a 22,866 miles network from Boston to London, Paris, Moscow, Stockholm and other European centers. Northeast plans to use some helicopter planes. . . . HR 1720 directs Postmaster to institute airmail service for all first class mail and parcel post without a surcharge. . . .

U. S. Army Air Forces Troop Carrier Command transported over 12,000,000 pounds of equipment from Port Moresby to troops in the New Guinea battles. They carried everything from pills to tractors. A record day involved 36 planes which transported 615,000 lb. of supplies, and returned with wounded men, troops relieved, and prisoners of war.

Ten Associated Motor Carriers Enjoined For Alleged Anti-Trust Law Violations

ATTORNEY GENERAL FRANCIS BIDDLE has announced the entry, in the U. S. District Court at San Francisco, of a consent decree enjoining further violations of the Sherman anti-trust Act by a corporate association of motor carriers known as "Freightways," ten associated carriers, and 32 of their officers. The decree was signed by Judge Michael J. Roche. Corporate defendants involved in the decree were:

Freightways, Salt Lake City; Consolidated Freightways, Inc., Portland; Canadian Freightways, Lethbridge, Alberta, Can.; Pacific Intermountain Express Co., Salt Lake City; Phoenix Blue Diamond Freightways, Los Angeles; Salt Creek Freightways, Casper, Wyo.; Savage Transportation Co., Inc., San Francisco; Union Transfer Co., Omaha, Neb.; Wilson Freightways Ltd., Edmonton, Alberta, Can.; Mitchell Brothers Truck Line, Portland, and L. J. Russell Transportation Co., Douglas, Wyo.

A complaint filed in this case on Feb. 2, last, charged that the ten defendant motor carriers, operating as common carriers of freight over 25,000 highway miles in and between 16 western states—from Chicago, Minneapolis and Omaha to the entire inter-mountain and Pacific Coast—had combined and conspired through a corporate association called "Freightways" to eliminate competition among themselves and, through adoption of zoning and routing systems, arbitrarily to control and apportion motor carrier traffic between Chicago and the West Coast and to fix rates through common action by member carriers.

It was alleged further that elimination of competition was also accomplished through exclusive interchange of traffic among members and refusal to interchange with certain connecting carriers both within and beyond the periphery of the "Freightways" combine.

The decree, entered after a trial lasting several weeks, provides for the liquidation and dissolution of "Freightways" and the opening to all motor carriers of all gateways heretofore closed, as well as the removal of any and all tariff restrictions adopted to effectuate the closing of such gateways. It further enjoins the defendants from organizing, participating in, or becoming members of any association or corporation which carries on directly or indirectly the activities of "Freightways."

The decree enjoins the defendants (1) from adopting any agreement or plan for the division or allocation of territory among themselves for the purpose of soliciting freight; (2) from dividing the United States into zones; (3) from providing exclusive routings over the lines of the defendants and their connecting carriers; (4) from issuing any routing or other guides

for the use of agents, shippers, carriers or others which set up on a point-to-point basis exclusive routings of shipments transported over the lines of the defendant carriers or their connecting carriers; (5) from exchanging freight exclusively among themselves or exclusively with other motor carriers; (6) from agreeing not to exchange freight with or accept freight from other motor carriers in competition with themselves; (7) from pooling or arbitrarily dividing freight at any common terminal or elsewhere; (8) from soliciting freight in a common name; (9) from canceling through routes and through rates
(Continued on page 42)

Freightways Seeks Approval of ICC

Freightways has issued the following statement in regard to the consent decree reported above:

"The Anti-trust Division's suit to obtain an injunction dissolving the Freightways organization was brought to a close April 14, when Freightways and its member lines, who were defendants in this case, consented to the entering of a consent decree that would have the effect of dissolving this organization, if and when such decree became effective.

"Freightways consented to the entering of this decree without making any defense, when it had agreed with the Justice Department that the decree would not become effective until a reasonable time had elapsed after the Interstate Commerce Commission had acted upon the organization's pending application. Freightways had made application for authority from ICC to continue the organization and the performance of most of the service for its member lines that were complained of by the Justice Department.

"If the ICC assumes jurisdiction and authorizes this continuance of the organization, the aforementioned decree will not become effective as to those practices which have been authorized by the ICC. Thus, the Interstate Commerce Commission will finally determine whether or not the Freightways organization continues to function."

Warehouses Protest Terminal Switching

(Continued from page 16)

ployees to come from? Most Chicago warehouses are operating on a 10 to 12-hour daily schedule and they point out that they are unable to secure enough help to work two regular shifts which would make possible elimination of the heavy overtime penalties.

The whole plan to dispense with intra-city switching of freight cars and substitute trucks for such movement, Mr. Huggett summed up, "is doomed to failure from the start. It will not work and should not be put into effect." (Slawson)

Coast Truckers Urge Manufacture of Parts

(Continued from page 20)

despite the classification of trucking as an essential industry, draft boards are not recognizing this classification in many instances. Freezing of "drivers down through grease monkeys" was recommended as the only measure likely to bring relief, according to leading trucking operators in California.

Other headaches from which the industry is suffering here include increasing costs and non-productive costs. To attempt to meet this situation, many of the smaller operators have started doubling up, it is reported. Also, many truckers and draymen are beginning to use one location, one bookkeeper, one service plant, and sharing other facilities in the same way to save expenses.—Gidlow.

People . . .



James A. Dennean, assistant freight traffic manager, Furness, Withy & Co., has been re-elected president of the Foreign Commerce Club of New York. Other officers re-elected included **Edward P. Broderick**, Manhattan Marine Transfer, Inc.; **Theodore Sattler**, Premier Shipping Company, and **Thomas H. Irwin**, Central Railroad of New Jersey, vice presidents; **Thomas J. Reddy**, Mexican Railways, secretary, and **Edward A. McDonnell**, James W. Elwell & Co., treasurer.

Bradford S. Gibson has been named district traffic manager at New York for American Airlines, Inc. He started with the company in 1935 at St. Louis and has since served at a number of other traffic points, having been district traffic chief at Nashville recently.

The directors of Wilson & Co., meat packers, have elected **Martin H. Kennelly** a director to fill the vacancy caused by the death last month of John P. Harding. Mr. Kennelly is president of the Werner Bros.-Kennelly Company and of the Allied Van Lines, Inc., a member of the industrial advisory committee of the Federal Reserve Bank and director and member of the executive committee of the Chicago Assn. of Commerce.

Roscoe L. Carnrike, president, Binyon-O'Keefe Fireproof Storage Co., Fort Worth, Texas, and a member of the City Council, recently served as mayor pro tempore of Fort Worth in the absence of the mayor.

W. F. Buchanan has been appointed traffic manager, Hughes Aircraft Co., Culver City, Cal. He is widely known in the transportation field, where he has been engaged in various capacities for the past 21 years. He has been in the rail-forwarding, motor freight and industrial fields and was an officer on several of the old United States Shipping Board steamships in the Mediterranean, West African and South American trades. (Herr)

M. B. Gray, manager, H. & K. Terminal, Defiance, O., for the past five years and with that organization more than ten years, has quit the industry to become personnel manager for Defiance Automatic Screw Co.

Edward Marion Johnson, transportation marketing expert and prominent journalist, will join Delta Air Lines on June 1 as director of planning and research, heading a new department. Johnson, formerly on the staff of Joseph B. Eastman, Federal Coordinator of Transportation, is presently manager of the New York Press Association and chairman of the department of business management in the School of Journalism, Syracuse University.

Charles Romain Strang, Santa Monica, Cal., strength engineer affiliated with Douglas Aircraft Co., was awarded the 1942 Wright Brothers Medal by the Society of Automotive Engineers at the SAE national aeronautic meeting in Hotel New Yorker, last month.

Dr. Robert V. Yohe, technical superintendent, chemical division, B. F. Goodrich Co., Akron, has been named plant manager of the government synthetic rubber plant operated by Goodrich in Kentucky. Dr. Yohe, in the rubber industry since 1931, joined Goodrich as a research chemist and has held a number of important

research and production positions in various divisions of the company.

R. G. "Randy" Pyle, in the sales promotion department, industrial products sales division, B. F. Goodrich Co., Akron, O., has been commissioned a lieutenant in the U. S. Navy and ordered to duty at Alcoa, Tenn. (Kline)

Frank J. Armstrong, Detroit, traffic manager of the United States Radiator Corp., has been elected president of the Great Lakes Regional Advisory Board. Others elected are: Vice president, **L. H. Baughman**, traffic manager, Toledo Scale Co., Toledo; chairman of the executive committee, **C. T. Stripp**, traffic manager, National Malleable & Steel Castings Co., Cleveland; and secretary, **B. C. Weaver**, 1002 Transportation Bldg., Detroit, Mich. (Kline)

W. L. Bloomer, of the Hickok Oil Corp., Toledo, O., has been named by the industry to represent it as lubrication expert on the district ODT automobile maintenance committee. (Kline)

C. B. McGehee, sales manager of the Truscon Steel Co., Youngstown, O., has taken a commission as a major in the U. S. Army, having left his post at Truscon for the duration. (Kline)

William F. Sinek, Chicago, formerly senior vice president and acting president, chairman of the executive committee, and a director, has been elected president and chief executive officer of the City Ice & Fuel Co., Cleveland. (Kline)

J. O. Cotant, Pocatello, Idaho, has been re-elected president of the Idaho Motor Transport Assn. Other officers chosen at the annual convention of the group held at Boise were: **Wade Campbell**, Boise, vice-president; **Lew D. Raeder**, Boise, secretary-treasurer. (Gidlow)

Robert V. O'Brien, traffic manager, Westfield Paper Co., Russell, Mass., is new secretary, New England Traffic League, Boston, filling vacancy caused by resignation of **A. H. Ferguson**, Board of Commerce, New Bedford, Mass. Mr. O'Brien, whose election is effective May 1, is at present the second vice-president of the New England Traffic League and chairman of its membership committee and has had 26 years experience in the transportation field. He is a registered practitioner before the Interstate Commerce Commission. (Wellington)

Commander Edward H. Harms, recently placed on the inactive list of the U. S. Coast Guard Reserve, has been named assistant Pacific Coast director for the Los Angeles area of the WSA. **E. J. Bradley** continues as assistant Pacific Coast director, stationed in San Francisco; **Howard Middleton** will be chief of allocations and assignments for the entire Pacific Coast. (Gidlow)

A. H. Gritsch has been elected as president for the ensuing year of the Transportation Club, San Francisco. Gritsch, well known in trucking circles, is secretary of the Oregon-Nevada-California Fast Freight. Assisting officers of the Club also elected to serve this year are: **R. F. Burley**, freight traffic manager of the McCormick

Steamship Co., as first vice-president; **Elmer L. Miller**, asst. traffic manager of Standard Brands, Inc., second vice-president; and **Walter J. Dodge**, Standard Oil Co., secretary-treasurer. (Gidlow)

Frank K. Clifford is manager of the Joint Information Office created in San Francisco to take care of the return loads situation. Board of Governors for the office, with headquarters at 57 Post Street, include the following top names in trucking: **Melvin D. Savage**, **P. E. Gallott, Jr.**, **J. P. Laughlin**, **Jas. C. Coughlin**, **E. Guy Warren**, **E. J. Willig**, and **C. J. Hegerle**. (Gidlow)

S. E. Gates, manager, General Electric Co., Los Angeles, was recently elected chairman of the Pacific Coast Transportation Advisory Board at the annual meeting held at the Palace Hotel, San Francisco. **Harold D. Weber**, Oakland, is new vice-general chairman; **Kenneth Smith**, San Francisco, general secretary. (Gidlow)

Joseph Robertson, Robertson Drayage Co., San Francisco, is the president of the Draymen's Assn. of San Francisco for the eighth consecutive year. (Gidlow)

W. Y. Blanning, director, Motor Carriers Bureau, ICC "trouble shooter," was in Los Angeles and San Francisco in March, meeting informally with trucking operators in California to hear their problems. (Gidlow)

Frank T. Corcoran has been appointed Chicago district manager, Motor Transport Division, ODT. He goes to Chicago from Minneapolis, where he held a similar position for ODT in that area. Formerly he was in the traffic department of Montgomery Ward & Co., and in the traffic department of the State of Minnesota. In Chicago he succeeds **Walter W. Belson**, who is now associated with the American Trucking Assn., Washington, D. C. (Slawson)

Alice Marcia Bollard, employed by Allied Van Lines at Chicago headquarters, has enlisted in the WAVE's and is in training at the Smith College Midshipmen's School, Northampton, Mass. (Slawson)

E. B. Finnegan, chief traffic officer, Milwaukee Road, was elected president of the Traffic Club of Chicago at annual meeting. Other officers elected included: **S. L. Fenton**, general traffic manager, Acme Steel Co.; **J. H. Burke**, vice president and general manager, Chicago Tunnel Co.; **R. V. Craig**, general traffic manager, Allied Mills, Inc., vice presidents; **George H. Weiss**, shipping editor, Chicago Journal of Commerce, secretary, and **R. J. Wallace**, traffic manager, Jacques Mfg. Co., treasurer. (Slawson)

Donald E. Horton, secretary, Illinois Assn. of Merchandise Warehousemen, and secretary, also, of the Federal Emergency Warehouse Assn., Chicago, has been sworn into the Navy with rank of lieutenant, j. g., and reported for duty at Boston, April 12. After basic training at an Officers Training School, he expects to be assigned to the Navy Supply Corps, where his experience in warehousing will be utilized. (Slawson)

Wm. S. Barranko, president, Liberty Trucking Co., Chicago, was target of an extortionist who demanded \$10,000—or else. F. B. I. agents nabbed the alleged culprit when he appeared to pick up a decoy package placed as instructed in his letter. He proved to be an 18-year-old lad who had until recently been living in an orphanage. (Slawson)

Roy C. Davidson has been promoted to freight traffic manager of the Chicago, Rock Island & Pacific Ry. Co., with headquarters in Chicago. Since 1935 he has had the post of assistant traffic manager. (Slawson)

Carl Martinello has been appointed manager, Joint Information Office of trucking industry in Chicago, with responsibilities covering both the down town office at 10 No. Clark st., and the branch office opened last February at the Union Stockyards. The managership has been vacant since late last year and affairs of the Office in the interval have been directed by the Executive Committee, whose chairman is **Earl Girard** of Fred Olson & Son Motor Service. Mr. Martinello has had 15 years experience in trucking operations and was in the Chicago office of ODT prior to assuming his new position. (Slawson)

Roy Lundeen was promoted to the position of traffic manager of International Cellulose Co., Chicago, following the departure of his predecessor, **Capt. Lester Larson**, now serving with Army Service of Supplies at Richmond, Va. (Slawson)

Melvin T. Brockman, for years identified with the truck transportation industry, has been named an area manager for the Air Cargo department of United Air Lines, with headquarters at Chicago. Brockman, for the past two years, has been district sales manager for Plaza Express Co., Chicago, and previously was associated with Universal Carloading & Distributing Co. and National Carloading Corp., Chicago. In 1939 he
(Continued on page 70)

Obituary

Charles H. Keene, 68, former general manager, Quincy Market Cold Storage & Warehouse Co., Boston, died April 4 at the New England Baptist Hospital, Brookline, Mass., after a long illness. Born in Enfield, Me., he attended the public schools there and was graduated from the Higgins Classical Institute, Charleston, Me. His home was in Somerville, Mass., where he lived for the last 48 years. He entered the employ of the Quincy Market 48 years ago and rose to the position of general manager. (Wellington.)

William H. Ross, 66, a founder and former secretary of the American Society of Refrigerating Engineers, died last month at his residence, 431 E. 84th St., New York. He formerly lived in Bardonia, N. Y.

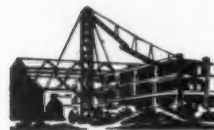
L. H. Robinson, president, White Line Transfer & Storage Co., Des Moines, Iowa, and secretary-treasurer of the Mayflower Warehousemen's Assn., Indianapolis, Ind., died April 5. He had been active in association affairs for many years and had served as a director, vice-president. He was elected secretary-treasurer of the Mayflower association at the annual convention at Chicago in February.

Albert E. Burnham, 64, president and treasurer of Congress Stores, Inc., Boston warehouse firm, died suddenly March 24 at the home of his daughter, Mrs. Millard G. Decatur, 2d, West Medford, Mass. Mr. Burnham was born in Beverly, was a graduate of the Babson Institute, and had lived in Medford more than 40 years. He was a member of Sagamore lodge, A. F. & A. M., and Middlesex chapter, OES, of Medford; Traffic Club of New England; Boston Chamber of Commerce; Boston City Club; Boston Rotary International; Massachusetts Warehouse Association; Bass River lodge, I.O.O.F., of Beverly, and the Commercial Travelers Association. (Wellington.)

Patrick J. Hall, 66, deputy surveyor of customs, Port of New York, died of a heart attack last month while examining papers of a ship just arrived from the war zone. Mr. Hall entered the custom service as a messenger in 1904 and worked up to the highly confidential position he held at his death. He was born in Leeds, England, and served in the Customs Intelligence Bureau in the first World War.

Leonard Sauer, 50, partner in the Hillside Garage & Transit Co., Milwaukee, died April 3 in a hospital in
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Factories on the Move ...



Wartime censorship imposes restrictions on the publication of definite locations of various projects, as well as certain other information. We are naturally adhering to these requirements and feel certain that readers will understand and approve of these omissions.

BURBANK, CAL.—Western Air Lines, Inc., Lockheed Air Terminal, has plans for new 1-story machine and repair shop, about 73 x 105 ft., on local site at 2627 Hollywood Way, reported to cost about \$50,000, with equipment, and will begin erection soon.

LOS ANGELES, CAL.—Coast Centerless Grinding Co., 761 East Slauson Ave., manufacturer, grinding machines and parts, has plans for a new 1-story plant, 82 x 130 ft., at 5709 S. McKinley Ave., and will occupy for expansion. Erection is scheduled to begin soon. Cost reported over \$65,000, with equipment.

LOS ANGELES, CAL.—R. T. Hamilton, 3356 Madera Ave., and associates plan construction of a new concentrating mill to handle chrome ore, on site in vicinity of mining property in Glenn County, recently secured under lease. It will be 1-story, reported to cost over \$75,000, with machinery. Proposed to carry out work at early date.

DENVER, COL.—Stayput Clamp & Cuppling Agency, 1570 14th St., manufacturer, mechanical equipment, has approved plans for new 1-story plant at York and 40th Sts., reported to cost over \$50,000, with equipment.

WALDEN, COL.—Western Fluorspar Corp., Cheyenne, Wyo., Leslie E. Miller, president, has approved plans for construction of a new concentrating mill for treatment of fluorspar at mining properties here, to be equipped to handle about 160 tons of raw material per day. Cost estimated close to \$100,000. Work is scheduled to begin soon.

DANBURY, CONN.—H. Wibling Tool & Mfg. Co., Inc., 116 Walker St., New York City, manufacturer, tools and mechanical equipment, has purchased 1-story industrial building at 94-98 Taylor St. here, and will remodel and improve for new plant. Present works will be removed from New York to new location when structure is ready for occupancy.

MIAMI, FLA.—Blue Ribbon Distributors, Inc., 421 N.W. 32nd St., beverages, has completed plans for new 2-story cold storage and distributing plant on N.E. 25th St., to be about 150 x 160 ft., reported to cost over \$80,000, with equipment.

COLUMBUS, GA.—Southern Dehydrating Co., Inc., recently organized, by J. Robert Ellis, here, has plans under way for new 1-story dehydrating plant near 15th Ave., to be equipped for large capacity. Cost reported over \$125,000, with machinery. A priority rating has been secured and work will begin soon.

JEROME, IDAHO—Jerome Food Products Co., recently organized, by E. S. Harper, Twin Falls, Idaho, plans construction of new dehydration plant here. It will be 1-story, reported to cost over \$100,000, with machinery. A priority rating is being secured and work will begin soon.

CHICAGO, ILL.—Armstrong Screw Products Co., 4320 W. Armitage St., manufacturer, screw machine products, has purchased 1-story industrial building at 2733-37 N. Pulaski Rd., and will occupy at early date for expansion.

CHICAGO, ILL.—Howard Foundry Co., 1700 N. Kostner Ave., manufacturer, non-ferrous castings, bushings, valves, etc., will carry out plant expansion for Government, exact location not announced, including new buildings and equipment installation to cost about \$965,000. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

MARION, IND.—Swift & Co., 4115 S. Packers Ave., Chicago, Ill., meat packers and manufacturers of food products, have approved plans for new 2- and 3-story powdered milk plant, about 68 x 368 ft., here, and will begin erection at once. Cost reported close to \$200,000, with machinery. General construction award has been made to Esch Construction Co., 812 Huron Rd., Cleveland, Ohio.

CEDAR RAPIDS, IA.—Wilson & Co., Inc., Union Stock Yards, Chicago, Ill., meat packers, have plans for new 5-story and basement building here about 95 x 150 ft., to be equipped as a cooler plant for raw meat service. Cost reported over \$175,000, with equipment. Bids have been asked on general contract and award is scheduled to be made soon. Walter H. Wheeler, Metropolitan Life Bldg., Minneapolis, Minn., is engineer.

HOPKINSVILLE, KY.—Kentucky-Tennessee Food Cooperative, Inc., recently organized as subsidiary of Eastern Dark-Fired Tobacco Growers Cooperative Assn., here, Charles Crabtree, manager, plans two new dehydration plants for handling sweet potatoes and other vegetables. One will be located on local site, soon to be selected; the other will be situated at 21st and Harrison Sts., Springfield, Tenn., where property has been acquired. Each is estimated to cost close to \$40,000, with machinery.

LOUISVILLE, KY.—Tube-Turns, Inc., 224 E. Broadway, manufacturer of seamless drawn fittings for welding service, etc., has contracted with Government for construction and operation of large plant for production of materials for war service. Exact location not announced. It will comprise several 1- and multi-story buildings, reported to cost about \$6,525,000, with machinery. Work is scheduled to begin soon. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

BALTIMORE, MD.—Sulphonics, Inc., Mercantile Trust Bldg., recently organized as subsidiary of Standard Wholesale Phosphate Co., same address, has begun erection of new plant in Curtis Bay district here, to be equipped for production of certain war chemicals. It is proposed to have structure ready for machinery installation at early date. Cost estimated in excess of \$100,000, including equipment.

CAMBRIDGE, MASS.—C. & W. Tool Co., 19 Chestnut St., manufacturer, reamers and other cutting tools, has acquired factory at 89 Broadway, and will remodel and equip for expansion. Work will proceed at once on building improvements. Cost estimated about \$35,000. Main plant of company is at Lawrence, Mass.

BAY CITY, MICH.—Dow Chemical Co., Midland, Mich., manufacturer, industrial chemicals, magnesium, etc., has acquired former mill of Bay City Sugar Co.,

(Continued on page 62)

Steamship Co., as first vice-president; **Elmer L. Miller**, asst. traffic manager of Standard Brands, Inc., second vice-president; and **Walter J. Dodge**, Standard Oil Co., secretary-treasurer. (Gidlow)

Frank K. Clifford is manager of the Joint Information Office created in San Francisco to take care of the return loads situation. Board of Governors for the office, with headquarters at 57 Post Street, include the following top names in trucking: **Melvin D. Savage**, **P. E. Gallott, Jr.**, **J. P. Laughlin**, **Jas. C. Coughlin**, **E. Guy Warren**, **E. J. Willig**, and **C. J. Hegerle**. (Gidlow)

S. E. Gates, manager, General Electric Co., Los Angeles, was recently elected chairman of the Pacific Coast Transportation Advisory Board at the annual meeting held at the Palace Hotel, San Francisco. **Harold D. Weber**, Oakland, is new vice-general chairman; **Kenneth Smith**, San Francisco, general secretary. (Gidlow)

Joseph Robertson, Robertson Drayage Co., San Francisco, is the president of the Draymen's Assn. of San Francisco for the eighth consecutive year. (Gidlow)

W. Y. Blanning, director, Motor Carriers Bureau, ICC "trouble shooter," was in Los Angeles and San Francisco in March, meeting informally with trucking operators in California to hear their problems. (Gidlow)

Frank T. Corcoran has been appointed Chicago district manager, Motor Transport Division, ODT. He goes to Chicago from Minneapolis, where he held a similar position for ODT in that area. Formerly he was in the traffic department of Montgomery Ward & Co., and in the traffic department of the State of Minnesota. In Chicago he succeeds **Walter W. Belson**, who is now associated with the American Trucking Assn., Washington, D. C. (Slawson)

Alice Marcia Bollard, employed by Allied Van Lines at Chicago headquarters, has enlisted in the WAVE's and is in training at the Smith College Midshipmen's School, Northampton, Mass. (Slawson)

E. B. Finnegan, chief traffic officer, Milwaukee Road, was elected president of the Traffic Club of Chicago at annual meeting. Other officers elected included: **S. L. Fenton**, general traffic manager, Acme Steel Co.; **J. H. Burke**, vice president and general manager, Chicago Tunnel Co.; **R. V. Craig**, general traffic manager, Allied Mills, Inc., vice presidents; **George H. Weiss**, shipping editor, Chicago Journal of Commerce, secretary, and **R. J. Wallace**, traffic manager, Jacques Mfg. Co., treasurer. (Slawson)

Donald E. Horton, secretary, Illinois Assn. of Merchandise Warehousemen, and secretary, also, of the Federal Emergency Warehouse Assn., Chicago, has been sworn into the Navy with rank of lieutenant, j. g., and reported for duty at Boston, April 12. After basic training at an Officers Training School, he expects to be assigned to the Navy Supply Corps, where his experience in warehousing will be utilized. (Slawson)

Wm. S. Barranko, president, Liberty Trucking Co., Chicago, was target of an extortionist who demanded \$10,000—or else. F. B. I. agents nabbed the alleged culprit when he appeared to pick up a decoy package placed as instructed in his letter. He proved to be an 18-year-old lad who had until recently been living in an orphanage. (Slawson)

Roy C. Davidson has been promoted to freight traffic manager of the Chicago, Rock Island & Pacific Ry. Co., with headquarters in Chicago. Since 1935 he has had the post of assistant traffic manager. (Slawson)

Carl Martinello has been appointed manager, Joint Information Office of trucking industry in Chicago, with responsibilities covering both the down town office at 10 No. Clark st., and the branch office opened last February at the Union Stockyards. The managership has been vacant since late last year and affairs of the Office in the interval have been directed by the Executive Committee, whose chairman is **Earl Girard** of Fred Olson & Son Motor Service. Mr. Martinello has had 15 years experience in trucking operations and was in the Chicago office of ODT prior to assuming his new position. (Slawson)

Roy Lundeen was promoted to the position of traffic manager of International Cellulose Co., Chicago, following the departure of his predecessor, **Capt. Lester Larson**, now serving with Army Service of Supplies at Richmond, Va. (Slawson)

Melvin T. Brockman, for years identified with the truck transportation industry, has been named an area manager for the Air Cargo department of United Air Lines, with headquarters at Chicago. Brockman, for the past two years, has been district sales manager for Plaza Express Co., Chicago, and previously was associated with Universal Carloading & Distributing Co. and National Carloading Corp., Chicago. In 1939 he
(Continued on page 70)

Obituary

Charles H. Keene, 68, former general manager, Quincy Market Cold Storage & Warehouse Co., Boston, died April 4 at the New England Baptist Hospital, Brookline, Mass., after a long illness. Born in Enfield, Me., he attended the public schools there and was graduated from the Higgins Classical Institute, Charleston, Me. His home was in Somerville, Mass., where he lived for the last 48 years. He entered the employ of the Quincy Market 48 years ago and rose to the position of general manager. (Wellington.)

William H. Ross, 66, a founder and former secretary of the American Society of Refrigerating Engineers, died last month at his residence, 431 E. 84th St., New York. He formerly lived in Bardonia, N. Y.

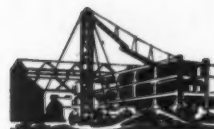
L. H. Robinson, president, White Line Transfer & Storage Co., Des Moines, Iowa, and secretary-treasurer of the Mayflower Warehousemen's Assn., Indianapolis, Ind., died April 5. He had been active in association affairs for many years and had served as a director, vice-president. He was elected secretary-treasurer of the Mayflower association at the annual convention at Chicago in February.

Albert E. Burnham, 64, president and treasurer of Congress Stores, Inc., Boston warehouse firm, died suddenly March 24 at the home of his daughter, Mrs. Millard G. Decatur, 2d, West Medford, Mass. Mr. Burnham was born in Beverly, was a graduate of the Babson Institute, and had lived in Medford more than 40 years. He was a member of Sagamore lodge, A. F. & A. M., and Middlesex chapter, OES, of Medford; Traffic Club of New England; Boston Chamber of Commerce; Boston City Club; Boston Rotary International; Massachusetts Warehouse Association; Bass River lodge, I.O.O.F., of Beverly, and the Commercial Travelers Association. (Wellington.)

Patrick J. Hall, 66, deputy surveyor of customs, Port of New York, died of a heart attack last month while examining papers of a ship just arrived from the war zone. Mr. Hall entered the custom service as a messenger in 1904 and worked up to the highly confidential position he held at his death. He was born in Leeds, England, and served in the Customs Intelligence Bureau in the first World War.

Leonard Sauer, 50, partner in the Hillside Garage & Transit Co., Milwaukee, died April 3 in a hospital in
(Continued on page 77)

Factories on the Move . . .



Wartime censorship imposes restrictions on the publication of definite locations of various projects, as well as certain other information. We are naturally adhering to these requirements and feel certain that readers will understand and approve of these omissions.

BURBANK, CAL.—Western Air Lines, Inc., Lockheed Air Terminal, has plans for new 1-story machine and repair shop, about 73 x 105 ft., on local site at 2627 Hollywood Way, reported to cost about \$50,000, with equipment, and will begin erection soon.

LOS ANGELES, CAL.—Coast Centerless Grinding Co., 761 East Slauson Ave., manufacturer, grinding machines and parts, has plans for a new 1-story plant, 82 x 130 ft., at 5709 S. McKinley Ave., and will occupy for expansion. Erection is scheduled to begin soon. Cost reported over \$65,000, with equipment.

LOS ANGELES, CAL.—R. T. Hamilton, 3356 Madera Ave., and associates plan construction of a new concentrating mill to handle chrome ore, on site in vicinity of mining property in Glenn County, recently secured under lease. It will be 1-story, reported to cost over \$75,000, with machinery. Proposed to carry out work at early date.

DENVER, COL.—Stayput Clamp & Cuppling Agency, 1570 14th St., manufacturer, mechanical equipment, has approved plans for new 1-story plant at York and 40th Sts., reported to cost over \$50,000, with equipment.

WALDEN, COL.—Western Fluorspar Corp., Cheyenne, Wyo., Leslie E. Miller, president, has approved plans for construction of a new concentrating mill for treatment of fluorspar at mining properties here, to be equipped to handle about 160 tons of raw material per day. Cost estimated close to \$100,000. Work is scheduled to begin soon.

DANBURY, CONN.—H. Wibling Tool & Mfg. Co., Inc., 116 Walker St., New York City, manufacturer, tools and mechanical equipment, has purchased 1-story industrial building at 94-98 Taylor St., here, and will remodel and improve for new plant. Present works will be removed from New York to new location when structure is ready for occupancy.

MIAMI, FLA.—Blue Ribbon Distributors, Inc., 421 N.W. 32nd St., beverages, has completed plans for new 2-story cold storage and distributing plant on N.E. 25th St., to be about 150 x 160 ft., reported to cost over \$80,000, with equipment.

COLUMBUS, GA.—Southern Dehydrating Co., Inc., recently organized, by J. Robert Ellis, here, has plans under way for new 1-story dehydrating plant near 15th Ave., to be equipped for large capacity. Cost reported over \$125,000, with machinery. A priority rating has been secured and work will begin soon.

JEROME, IDAHO—Jerome Food Products Co., recently organized, by E. S. Harper, Twin Falls, Idaho, plans construction of new dehydration plant here. It will be 1-story, reported to cost over \$100,000, with machinery. A priority rating is being secured and work will begin soon.

CHICAGO, ILL.—Armstrong Screw Products Co., 4320 W. Armitage St., manufacturer, screw machine products, has purchased 1-story industrial building at 2733-37 N. Pulaski Rd., and will occupy at early date for expansion.

CHICAGO, ILL.—Howard Foundry Co., 1700 N. Kostner Ave., manufacturer, non-ferrous castings, bushings, valves, etc., will carry out plant expansion for Government, exact location not announced, including new buildings and equipment installation to cost about \$965,000. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

MARION, IND.—Swift & Co., 4115 S. Packers Ave., Chicago, Ill., meat packers and manufacturers of food products, have approved plans for new 2- and 3-story powdered milk plant, about 68 x 368 ft., here, and will begin erection at once. Cost reported close to \$200,000, with machinery. General construction award has been made to Esch Construction Co., 812 Huron Rd., Cleveland, Ohio.

CEDAR RAPIDS, IA.—Wilson & Co., Inc., Union Stock Yards, Chicago, Ill., meat packers, have plans for new 5-story and basement building here about 95 x 150 ft., to be equipped as a cooler plant for raw meat service. Cost reported over \$175,000, with equipment. Bids have been asked on general contract and award is scheduled to be made soon. Walter H. Wheeler, Metropolitan Life Bldg., Minneapolis, Minn., is engineer.

HOPKINSVILLE, KY.—Kentucky-Tennessee Food Cooperative, Inc., recently organized as subsidiary of Eastern Dark-Fired Tobacco Growers Cooperative Assn., here, Charles Crabtree, manager, plans two new dehydration plants for handling sweet potatoes and other vegetables. One will be located on local site, soon to be selected; the other will be situated at 21st and Harrison Sts., Springfield, Tenn., where property has been acquired. Each is estimated to cost close to \$40,000, with machinery.

LOUISVILLE, KY.—Tube-Turns, Inc., 224 E. Broadway, manufacturer of seamless drawn fittings for welding service, etc., has contracted with Government for construction and operation of large plant for production of materials for war service. Exact location not announced. It will comprise several 1- and multi-story buildings, reported to cost about \$6,525,000, with machinery. Work is scheduled to begin soon. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

BALTIMORE, MD.—Sulphonics, Inc., Mercantile Trust Bldg., recently organized as subsidiary of Standard Wholesale Phosphate Co., same address, has begun erection of new plant in Curtis Bay district here, to be equipped for production of certain war chemicals. It is proposed to have structure ready for machinery installation at early date. Cost estimated in excess of \$100,000, including equipment.

CAMBRIDGE, MASS.—C. & W. Tool Co., 19 Chestnut St., manufacturer, reamers and other cutting tools, has acquired factory at 89 Broadway, and will remodel and equip for expansion. Work will proceed at once on building improvements. Cost estimated about \$35,000. Main plant of company is at Lawrence, Mass.

BAY CITY, MICH.—Dow Chemical Co., Midland, Mich., manufacturer, industrial chemicals, magnesium, etc., has acquired former mill of Bay City Sugar Co.

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Industrial Traffic League Raps Rail-Truck Co-ordination Plan

That the proposed rail-truck co-ordination order of ODT "in its present form is more likely to prove harmful than helpful" is the consensus of shippers as expressed in a report to V. V. Boatner, director, ODT's division of railway transport, by the National Industrial Traffic League's special committee on emergency transportation matters.

The report, made public recently, represented the composite view of approximately 500 league members in all sections of the country and stated that it was also the result of discussions with representatives of the trucking and railroad industries and of the division of railway transport of the ODT. At the same time it was pointed out that the committee had not had the benefit of views of the motor carrier division of the ODT with whose representatives they had been unable to arrange a meeting.

The report emphasizes that its discussion of the proposed order assumes that the ODT's objective is better utilization of existing rail and truck facilities rather than the conservation of transportation facilities, particularly the conserva-

tion of rubber and trucks as a reservoir for future essential needs. According to the report, there is disagreement among ODT officials as to which objective is paramount.

It is pointed out that if conservation of trucking facilities were the more important objective, the proposed order would not accomplish its purpose for the reason that although long-haul truck traffic would be reduced somewhat, short-haul truck operations would be increased and might well result in an over-all increase in truck mileage.

The committee approved, with certain recommendations and suggestions, the sections of the proposed order affecting so-called short-haul traffic, i.e., those prohibiting the railroads from transporting less - carload merchandise within 100-mile areas (section No. 8), carload merchandise within 50-mile areas (section No. 13), and from transporting property within switching districts or commercial zones (section No. 15).

It is to the controversial section No. 2, proposing a limitation of 300 miles on truck hauls that is particularly opposed as uneconomic.

Carriers Enjoined In Anti-Trust Case

(Continued from page 38)

with other carriers; (10) from using the name "Freightways" in their corporate title on rolling stock and routing of office, or in any manner whatsoever; and (11) from fixing, discussing or determining rates, charges, fares, rules and practices except for the purpose of establishing through routes or joint rates. All provisions of the decree are to become effective six months from the date of filing of the decree.

Seven Firms Merge In Philadelphia Area

Seven Philadelphia motor freight companies were merged in the recent organization of Associated Transport, Inc. They are the Horton Motor Lines; Barnwell Bros., Inc.; Consolidated Motor Lines; Moran Transportation; McCarthy Freight Lines, Inc.; Transportation Inc., and Southeastern Motor Lines.

The new organization eliminates some terminals and expects to extend faster service. B. H. Seymour is president. (Dash)

●Colonial Warehouse & Transfer Co., and R. A. Ward, have taken a lease on approximately 9,000 sq. ft. of warehouse space from Rosenberg Bros., Portland, Ore.—Haskell.

Unions in Ohio to Train Women as Teamsters

Union Teamsters' officials and the heavy trucking industry of central Ohio are planning to meet a future manpower shortage by training women, elderly men, and physically handicapped for the jobs now held by husky men. There is little likelihood that any of the employees eligible for military service can be deferred, William C. Webb, senior field representative for the apprentice and training service of the War Manpower Commission, told union teamsters' officials at a recent meeting. The best that can be hoped for, he said, is that deferments may be obtained for some of the experienced truckers until they train others for the jobs. (Kline)

Idle Equipment Must Be Reported

The vital importance to the nation of every piece of motor equipment in the hands of citizens was emphasized last month in a reminder by ODT officials that idle trucks and buses must be reported to the nearest district ODT office.

General Order ODT 21 requires that commercial motor vehicles other than taxis, rental cars, ambulances and hearses, which are not in use during the last 14 days of any month shall be reported to the ODT within five days after the last day of that month. A simple report form is available at district offices.

SCIENTIFIC SCRAP STORAGE



... These bins have been incorporated in Walworth Co.'s Mid-west plant. Note doorways situated on corners facing each other, forming a "V" into which a loading truck can back on a diagonal for either bin.

LEGAL NEWS...

By LEO T. PARKER
Legal Editor

Recent higher court decisions important to shippers, handlers, warehousemen, carriers and distributors.

SOME modern higher courts have held that a warehouseman is liable for loss or injury to goods in his possession caused by his failure to exercise such care in regard to them as a reasonably careful owner of similar goods would exercise. Other courts hold that the basis of ordinary care, required by warehousemen, is the degree of care that would have been used under the identical circumstances by other experienced and reasonably careful and prudent warehousemen. Actually the ultimate outcome of suits is not dependent upon which definition the court recognizes.

Nevertheless, other points of law very often may be used by warehousemen to win suits. Proof that "ordinary" care was exercised to safeguard the stored goods is sufficient.

For illustration, in *Berkowitz v. Pierce*, 29 Atl. (2d) 552, N. J., it was shown that the owner stored goods in a warehouse. Later the warehouse burned and the goods were destroyed. The owner sued the warehouseman for the value of the goods and instead of testifying himself regarding the value of the goods his son, a member of the household, estimated their value. The lower court held the warehouseman liable for \$450. The warehouseman appealed to the higher court which said:

"It was not disputed that the goods had been delivered to the defendant, the bailee, and had not been returned because destroyed by fire in the warehouse. . . . Under the proofs negligence by the bailee (warehouseman) will be presumed to have been the cause of the damage and the burden of showing the contrary or that he exercised a degree of care sufficient to rebut the presumption was upon the defendant. Proof of loss or damage to goods while in possession of a bailee establishes a *prima facie* case."

However, this higher court reversed the lower court and in holding the warehouseman not liable, on the grounds that the son's testimony regarding the value of the goods was improper, said:

"It was obvious that his testimony was hearsay in part because he was not present at every purchase. . . . His testimony of the present value of the goods was clearly not admissible."

Free Storage

Modern higher courts hold that neither a warehouseman nor a common carrier may make a valid and enforceable contract to transport or store merchandise at a

rate less than that established by the tariff schedule.

For example, in *Hanaman v. Liberty Trucking Co.*, 7 N.W. (2d) 609, Wis., the court record discloses that the Liberty Trucking Co., which is a common carrier, transported an 1,800 lb. printing press from Chicago to Beloit, Wis., where the trucking firm had its warehouse.

The consignee was not ready to take delivery of the press when it arrived. He testified, in the subsequent trial, that an official of the trucking company promised to store the press free of any charges until he was ready to take delivery.

Later the trucking company refused to deliver the press to the consignee until he paid \$10 for transportation charges plus \$63.35 for storage, which had not been paid. The consignee admitted his liability for the transportation charges but contended he was not liable for payment of the storage charges because, as above explained, the trucking company official had agreed to store the press free of charge. Notwithstanding this agreement, the court held that the trucking company had a valid lien on the press both for the transportation and storage charges. This court said:

"Defendant (trucking company) was not only authorized, but was positively required to make the scheduled charges for storage, as well as transportation, and the lien therefore on the press could not lawfully be waived or the press relinquished by the carrier until all charges were paid. . . . Any promise or understanding that there was to be no charge for storage, or no lien therefor or for the freight charge, could clearly be unlawful and void."

Shipper Liable

The terms of every contract of shipment, so far as the service to be rendered and the compensation to be received are concerned, are fixed by a schedule filed with and approved by the Interstate Commerce Commission. Neither the consignor nor the consignee may by agreement modify the terms, and the rates defined by the tariff cannot be varied by contract or by the carrier.

For illustration, in *Baltimore & O. R. Co. v. Illinois*, 46 N.E. (2d) 144, Ill., it was shown that a common carrier filed suit to collect \$9,801 from a shipper, a balance of freight charges claimed to be

due on a number of shipments of sulphate of ammonia. The shipper prepaid the freight charges at the export rate and the additional charges for which the suit was filed arose because the export rate was not applicable to the shipments, but that the domestic rate, which is higher than the export rate, was the one applicable under the tariffs of the carriers involved.

During the trial the testimony proved that the bill of lading contained a no recourse clause signed by the shipper providing that the carrier should not make delivery of shipment without payment of freight and that the carrier had a right to demand prepayment of charges.

The higher court held the shipper liable for full payment of the unpaid freight charges, and said:

"Where the carrier manifests an intention to demand prepayment of the charges the signing of the 'no recourse' stipulation by the shipper is ineffective. The law requires a shipper to pay all of the charges in advance if demand therefore is made by the carrier. Delivery of the shipment does not change the primary obligation of the shipper to pay the charges. Where the carrier insists on prepayment of the charges the shipper cannot, by signing the 'no recourse' stipulation, avoid its obligation to pay all of the charges, and if through some mistake all of the charges are not collected in advance, the liability of the shipper to pay persists. We are of the opinion that the 'no recourse' clause of the Conditions of the Bills of Lading was not applicable to the shipments of sulphate of ammonia, and that plaintiff (carrier) is entitled to recover the difference between the domestic rate and the export rate on the shipments delivered within three years prior to the institution of the suit."

Not Legal Employee

Under ordinary circumstances, where a company pays for any service, as watchman service, or the like, the watchman is not the legal employee of the company whose premises he guards.

For example, in *Howe Fire Apparatus Co. v. Humph.*, 46 N.E. (2d) 259, Ind., a company contracted to supply night watchman service to the Humph. Co. from the hours of 4:20 p. m. to 6:40 a. m. The watchman was to call at the place of business every single hour throughout the night, and inspect the external doors and "see that the doors are locked, also check the windows, and see that the windows are all shut."

The night watchman was injured while performing his duties and

the question arose whether the company which paid him or the company whose premises he was guarding was liable for payment of compensation.

The lower court held that the company whose premises was being guarded was the legal employer and liable for payment of compensation to the watchman. However, the higher court reversed this decision and, in holding the service company which paid the watchman solely liable, said:

"We can find no evidence to sustain the finding of the Full Industrial Board that appellee (watchman) was in the employ of appellant (Humph Co.) at the time of the injury here involved."

On the other hand, it is important to know that a situation could readily arise under which this watchman would be a legal employee of the Humph Co. For example, if the officials of the latter company had been in the habit of giving the watchman instructions, as to how to perform his work and what to do, the employee would have been the legal employee of the Humph Co. This is so because although a company pays a monthly fee to an employer for services rendered by the latter's employee, yet if the hirer assumes control over the employee such hirer becomes responsible as the legal employer where the employee sustains injuries, or negligently affects damage to persons or private property.

Recent Wage Decisions

Recently, the Supreme Court of the United States rendered important decisions pertaining to payment by employers of wages specified by the Fair Labor Standards Act. We shall briefly review the new and final law established by these decisions.

First, the court held that a "pause" or temporary stop of goods in a warehouse does not change the interstate commerce character of the transaction.

For illustration, in *Walling v. Jacksonville Paper Co.*, 63 S.C.R. 332, it was shown that a wholesale distributor of paper uses its trucks to haul from depots paper merchandise intended for distribution to its customers. The company transported the merchandise to its warehouse for checking before delivering same to its customers in the same state.

The Supreme Court of the United States held that this company is engaged in interstate commerce and required to pay to its employees the minimum wages specified by the Fair Labor Standards Act, although some of the goods shipped into the warehouse were held until orders were received from new customers.

Counsel for the paper company contended that the pause in the warehouse before the goods were distributed rendered the remainder of the journey of the goods, to customers within the state, purely intrastate commerce transactions. The Supreme Court said:

"A temporary pause in their transit does not mean that they are no longer in 'commerce' within the meaning of the Act."

On the other hand, in *Higgins v. Carr*, 63, S.C.R. 337, it was shown that a wholesaler purchased merchandise from outside the state and had it shipped into a warehouse where the goods remained until sold to local or intrastate purchasers. The court held this wholesaler not obligated to pay Federal Wages to its employees because this business is purely intrastate transactions.

The important point of testimony presented by this wholesaler was that he makes no sales on commission, nor does he instruct the seller, from whom he purchased the merchandise, to make shipments directly to the wholesaler's customers.

Two other United States Supreme Court cases decide important points of law on this subject, and are worthy of mention.

In *Warren Drilling Co.*, 63 S.C.R. 125, it was shown that a company owns and operates rotary drilling equipment. It contracts with owners or leasees of land to drill oil wells to a predetermined depth short of the oil sand stratum. When that depth is reached its job is done and its equipment and employees are moved to another location. Then a cable drilling crew attempts to "bring in" the well.

Although this contracting company did not own, nor ship, any of the oil yet the Supreme Court of the United States held that it is obligated to pay wages specified by the Federal Wage Law and, further, that for overtime the contractor must pay time and one-half of the regular wages of \$6.50 to \$11 per eight-hour day paid to its employees.

This decision means that although an employer pays more than the minimum wages he still must pay time and one-half of the exact wages paid to his employees.

Also, see *Overstreet*, 63 S.C.R. 495. Here the owner of a toll bridge was held to be engaged in interstate commerce and that he must pay his employees minimum wages specified by the Federal Wage Law.

This court said that an employee is engaged in interstate commerce when the employer is engaged in interstate commerce and the employee is doing work in such commerce.

The important lesson of these United States Supreme Court de-

cisions is that the courts are in favor of validity and far reaching effect of the Fair Labor Standards Act. Therefore, employers who are in doubt had better "watch their step."

Independent Contractor

As previously explained in these pages "control" of the employer usually is necessary to render a subordinate employee, a legal employee. Without authoritative control over the employee, as distinguished from mere suggestion or cooperation as to detail, the employee is an "independent contractor." If the employee is an independent contractor the employer is not liable in damages to persons and property for negligence of such independent contractor, otherwise the employer is liable.

For illustration, in *Lind v. Eddy*, 6 N.W. (2d) 427, the court records disclose that a company hired a man, named Eddy, who was engaged in a general trucking business and owned and operated two trucks. Eddy hauled merchandise for the company and he was paid by the ton. Eddy paid all operating expenses of both trucks. The amount of merchandise per load, the number of loads and hours worked by Eddy's drivers per day, the speed and manner of driving the truck, the routes to the points of delivery supplied by the company, and the manner of unloading the trucks were left entirely to Eddy. In other words, the company officials and employees were interested only in having the merchandise delivered at designated places.

One day the driver of one of the trucks struck and killed a person under circumstances which indicated negligence on the part of the truck driver. The dependents of this deceased person sued the company for damages. It is interesting to observe that the higher court held that Eddy was an independent contractor and, therefore, the company was relieved from liability. This court said:

"Eddy was not subject to the orders of the company as to how he should deliver . . . at Perry, and was clearly an independent contractor. . . . The company did not have or seek to exercise any control over the physical conduct of Todd (driver). It is quite apparent from this record that Todd was an employee of Eddy and not of the company."

Proof Must Be Definite

Under no circumstances will conjecture or speculation of negligence be admitted as evidence. In other words, asserted negligence

must be proved, or the court will consider allegations of negligence of no importance. This rule of law is applicable to all litigations.

For instance, in *Moose Co. v. Eastern Co.*, 29 A. (2d) 167, it was disclosed that a building burned after service men left it. The owner of the building sued the employer of the service men to recover the value of the building and its contents.

During the trial testimony was introduced proving that a blow-torch which had been used by the service men, in connection with repair work, was found in the pit in the building. The owner of the building contended that the workmen employed by the service company caused the fire by negligently leaving the blow-torch when they went to lunch so that fire spread from it. However, the counsel for the owner of the building did not prove these contentions. Therefore, the higher court refused to hold the service company liable, and said: "Either of these theories presents nothing more than conjecture, and conjecture is not proof."

Sub-Contractors Liable

Generally, any person is responsible who performs any act in violation to a valid contract. This law means that an agent or employee makes himself personally liable if he enters into any secret agreement with his employer's customers.

A remarkable example of this law is *Standard Co. v. Kaiser*, 45 N.E. (2d) 75. In this suit it was shown that a contract was signed by a seller of merchandise, the purchasers and an agent of the seller. The contract provided that the purchase price of the merchandise must be paid when the merchandise was received by the purchasers from the agent. Later the purchasers entered into another agreement with the agent, and without the seller's authority.

The legal question was presented the court as follows: Can a seller collect the money for merchandise, supplied to purchasers, from the agent who makes unauthorized contracts?

The higher court held that the agent became liable to the seller, his employer, for the money due from the purchasers, regardless of whether the agent had received funds from the purchasers to pay for the merchandise.

Contract Intentions

In all contract litigations the courts endeavor to determine the original intentions of the contracting parties. In other words, all parties to a contract are bound by their original intentions, notwith-

standing contentions to the contrary. When construing the intentions, the court will consider the conduct and actions of the contracting parties before the contract was made.

For example, in *Rau Construction*, 130 Fed. (2d) 499, it was shown that a contractor entered into a warehouse construction contract. The written contract provided that the contractor would use approximately 12,000 cu. yd. of concrete in named units, and the warehouseman was obligated to prepare and furnish plans as the work proceeded. Later the warehouseman desired to change the plans and an amendment to the contract was incorporated which provided that the warehouseman agreed to pay the contractor "extra payment" of 10c. "per sq. ft." for making changes in the original plans. Controversy developed over the legal meaning of this new agreement.

The higher court refused to agree with the contention of the contractor, who demanded excessive payments as based upon the ambiguous "10c. per sq. ft." clause, and explained that the testimony did not prove that the contractor's demands of payment was the "intention" both of the contractor and the warehouseman when the contract was made.

Right to Discharge

The most important test in determining whether a worker is an "independent contractor" or an "employee" is control over the work being done and also who controls the worker.

Broadly stated, if the worker is under the control of the employer, he is a servant; if not under such control, he is an independent contractor. It is not, however, the fact of actual interference or exercise of control by the employer, but the existence of the right or authority to interfere or control, which renders one a servant rather than an independent contractor. The employer may leave to the worker the details of the work but if the employer has the absolute power to control the work, the worker is not independent. If the employer has a right to discharge the worker, he is an employee rather than an independent contractor.

For illustration, in *Lassiter v. Cline*, 22 S.E. (2d) 558, N. C., a person filed suit to recover damage for personal injuries alleged to have been negligently inflicted by an agent and employee of a motor truck owner. The court said:

"Certainly the 'right to fire' is one of the most effective methods of control . . . and this irrespective of whether the truck belonged to Thomas (driver) or to the defendant (employer)."

When Unexpected Difficulty Is Encountered

Generally, the modern higher courts hold that a contracting party who encounters unexpected difficulties in fulfilling a contract cannot avoid the legally assumed obligations.

For example, in *Bonwit Teller v. United Parcel Service of New York*, 36 N.Y.S. (2nd) 304, the higher court held that, where two parties enter into a contract and subsequently its performance becomes increasingly difficult, or costlier for either contracting party, this fact does not excuse nonperformance.

Another important point of law is that contracts contrary to public policy, such as those injurious to the public or against the public good, are void. In other words, any contract or agreement which tends to lessen free and unrestricted trade is invalid and unenforceable.

For example, in *Vale Co. v. Shannon*, 165 S.W. (2d) 512, Texas, it was disclosed that a seller brought suit against a purchaser to recover damages for breach of a contract for the purchase of a stipulated quantity of merchandise.

During the trial the purchaser proved that the seller had agreed not to furnish information concerning similar merchandise to competitors of the purchaser, and not to sell merchandise to such competitors in order to enable the purchaser to sell the merchandise upon more favorable and profitable terms.

The higher court refused to allow damages to the seller, and said:

"The contract in question undoubtedly tended to lessen competition . . . By the way of examples of contracts contrary to public policy are those that tend to be injurious to the public or against the public good . . ."

Contract Law

Generally, the courts will not permit parties involved in a written expressed contract litigation to introduce any testimony relating to verbal agreements intended to vary the meaning of the valid written contract. In other words, the written contract usually is final. Moreover, the fact that a transportation company may accept payment

on a basis lower than that specified in a written contract does not affect his legal right to subsequently sue and recover full payment, as based upon the written contract.

For instance, in *Kentucky Co. v. Casteel*, 165 S.W. (2d) 348, Ky., it was disclosed that a person, named Lewis, entered into a written contract which contained a clause that Lewis agreed to transport material for 65c. a ton.

In a statement attached to the first few checks sent to Lewis the amount due was calculated by the purchaser at the rate of 40c. a ton. The contract was completed about Aug. 1, and on Aug. 3 the company mailed to Lewis a check for \$226.90 calculated at 40c. a ton for the final amount. However, Lewis refused to accept the check in final settlement and returned it to the company.

Lewis filed suit against the company to recover the difference between 65c. and 40c. a ton for all materials. Counsel for the company alleged that the above mentioned written contract had been altered by a verbal agreement, and that acceptance of the 40c. a ton various payments was definite proof that Lewis intended to accept 40c. per ton as full payment.

However, the higher court held the company liable for payment at the rate of 65c. per ton.

Therefore, in view of the law, as established by this higher court, notations, as "In full payment" on invoices, bank checks, receipts, etc., are not ordinarily effective. However, if the parties *previously had openly* entered into a dispute regarding the amount due, such notifications or notations are valid.

such goods are damaged in transit the purchaser may refuse to accept delivery of the merchandise if the seller fails to reduce the contract price in consideration of the damage to the goods, or if the carrier refuses to assume immediate responsibility, and the purchaser is able and willing to use the damaged goods to advantage by accepting compensation for the reduced valuation.

Obviously, if the goods are shipped f. o. b. purchaser's location and the damage is such that the purchaser is justified in refusing to accept delivery, the carrier must either deliver the goods back to the seller, or with proper arrangements dispose of the goods and compensate the seller, who may then deliver another shipment to the purchaser.

Question: Recently we leased another warehouse building and soon we will be compelled to remove the stored goods from the present warehouse to our new location. Can we be liable for failure to obtain permission of a few customers to remove their goods?—Elite Warehouse.

Answer: Modern higher courts hold that all warehousemen must faithfully fulfill the obligations of a storage contract. Therefore, if, without consent of the owner, the warehouseman removes the goods from the agreed place of storage, the warehouseman assumes liability for all losses that may occur, irrespective of the causes. This is the modern law although older courts held to the contrary.

See *Benz Co.*, 39 P. (2d) 496. In this case it was shown that a bailee, as a warehouseman, accepted delivery of several Oriental rugs. The warehouseman kept a portion of the rugs in the location in which he had agreed to keep them and without consent of the owner he took the balance of the rugs to another place. All of the rugs were destroyed by fire and the owner sued the bailee for the value of all of the rugs.

In holding the warehouseman not liable only for the value of the rugs not left at the place where it was agreed, the court said:

"Without permission or knowledge of the plaintiff (owner) and contrary to the terms of its agreement, the defendant removed the rugs and furnishings included in the first transaction. By reason of this fact we think that the defendant (warehouseman) made itself liable for the loss which followed."

In *Williams v. Storage Co.*, 128 So. 277, it was disclosed that a warehouseman transported furniture to his warehouse but failed to immediately wrap the same in accordance with an agreement made with the owner. Several
(Continued on page 54)

LEGAL

Questions and Answers . . .

. . . The Legal Editor will answer legal questions on all subjects covered by D and W. Send him your problems, care of this magazine. There will be no charge to our subscribers for this service. Publication of inquiries and Mr. Parker's replies gives worthwhile information to industry generally.

Question: I have noticed that many of your readers have asked legal questions regarding when a foreign corporation which sells merchandise is "doing business" in a state. Assume that a corporation conducts its business in a different state so as to not do intra-state business in this state, what are the advantages to the corporation?—Modern Distribution and Storage.

Answer: A review of modern higher court cases discloses that when a corporation, firm, or individual is not "doing business" in a state, such state cannot legally (1) compel the seller, or his agent, to pay a license fee; (2) the seller is not in any sense controlled by the laws of the state in which the contracts of sale are taken; (3) the seller, although a foreign corporation, need not register nor file other documents with the Secretary, or other officials, of the state; (4) the seller cannot be compelled to pay "sales" tax to the state, although he may be compelled to collect from his customers "use" taxes and pay same to the state; (5) the seller need not pay "occupational"

taxes to the state in which the customers reside; (6) the state cannot legally require payment of taxes, based upon valuation of the merchandise, until it is received by the purchaser who, then, must assume full responsibility; (7) and the seller may enter the state for filing suit against the purchaser to collect the contract price of the goods, or for filing other kinds of suits.

Question: In your March issue it was stated in f. o. b. seller's plant purchaser was always responsible for loss or damage to the merchandise, while it also stated that f. o. b. the purchaser's location the duty rests upon the seller to reduce the contract price in consideration of the damaged condition of the goods and the carrier must deliver the goods back to the seller if the purchaser refuses to accept delivery of the damaged merchandise.

I do not seem to be able to draw the line between these two f. o. b. terms and will appreciate a more detailed outline of the two cases.—J. G., Traffic Manager.

Answer: If goods are shipped f. o. b. the purchaser's location and

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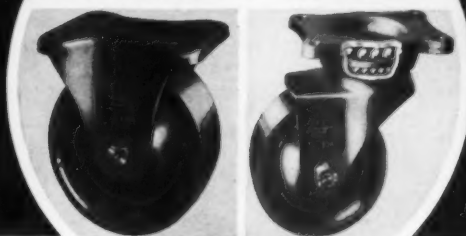
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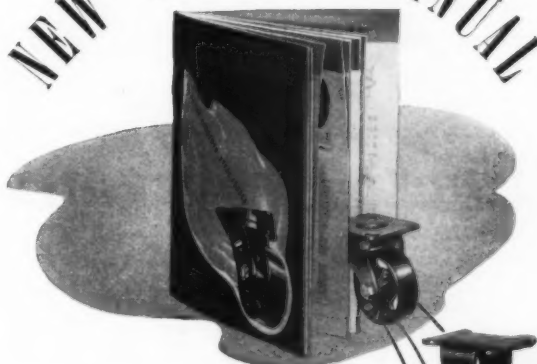
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The steel safety plate ramp illustrated was developed to provide non-slip security for men and machines. It can be supported in the center as shown; or may be stiffened with turned-down edges to make a self-supporting portable or stationary ramp or plate, to bridge pits, holes, rough spots or obstructions. Easier rolling for trucks, as well as safety, results from their use, the manufacturer states.

These safety treads have perforated holes, punched through the tops of the raised buttons, on the theory that holes cannot "wear out." The edges of the holes it is said will not become dulled as they wear down. The sharp edges of the



holes provide the gripping action. Oil, water and other light liquids it is claimed, will not cling to these sharp edges, but will drop through, making these plates practically self-draining, thus overcoming one of the most frequent causes of slipping accidents. When desired the plates can be furnished without perforated holes.

Other purposes of these treads are said to include floor plates; stair treads which can be applied right on to old tread surface; and on catwalks, platforms and runways.

The plates are manufactured by Morton Mfg. Co., 5105 W. Lake St., Chicago—D and W

New Lubricating Oils

Gulf Oil Corp. has placed on the market a new brand of lubricating oils which it calls Gulf Dieselube H.D. (Heavy Duty). These oils are said to be made to meet U. S. Army specifications for internal combustion engines for ground equipment such as trucks, tanks and jeeps. They are said also to

(Concluded on page 51)

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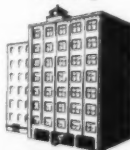
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(Concluded from page 48)

have been approved by the leading manufacturers of Diesel engines for tractors and trucks.

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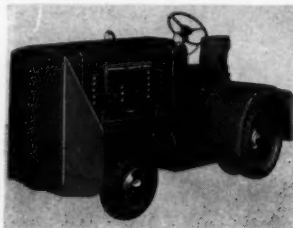


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Applied either to high-lift or fork trucks, this boom skid is said to be capable of picking up and moving heavy objects of any weight load allowed by the truck balance.

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Air Power Stacker For Explosive Atmospheres

Lewis-Shepard Sales Corp. Watertown, Mass., is featuring its air power stacker, a portable elevator for use in connection with various hazardous operations. In offering this type of stacker with air power motor, Lewis-Shepard state that it is safe, fast and efficient in all explosive atmospheres.

Powered by a rugged air motor of the best design this stacker, it is claimed, will operate efficiently at the same air pressure and volume as industrial overhead air hoists. Precise control of the stacker platform is at the operator's finger tips so that any speed of lifting or lowering between the maximum top speed and zero is instantly obtainable. A "dead man" cable control stops the air motor and stacker platform the instant the operator removes his hand from either one of the dual, holdover controls it is said. This

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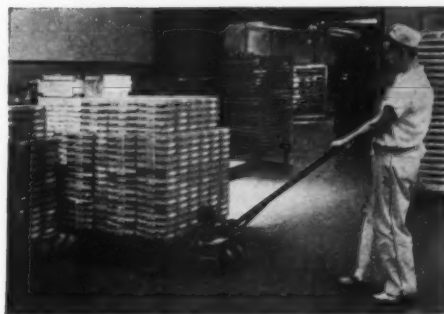
"cable" control runs the full height of the stacker and is standard equipment.—D and W

New Anti-Corrode For Batteries and Cables

Anti-corrode for batteries and to fight corrosion on battery cables is doubly important now, in view of the war-time value of copper. Anti-korode, a new preparation of Arseco Chemical Co., 451 Tenth Ave., New York, is said to completely dis-



solve and prevent corrosion on battery terminals, cables and connections. One application, made with a brush as shown in the photograph, is said to last for the life of the battery as the chemical does not dry out. It will permanently stop future formations it is claimed. When applying Anti-korode, the maker says, it is not necessary to remove the cables—D and W



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FIG. 11
Balance-Type
Stake Truck.
Wood frame,
platform,
stakes.
Capacity
1500-1800
pounds

NUTTING TRUCK & CASTER CO.
1163 DIVISION STREET
FARIBAULT, MINN.

FLOOR TRUCK LEADERSHIP SINCE 1891



LEGAL

Questions and Answers . . . (Continued from page 46)

weeks after the furniture was received for storage the warehouseman removed it to another building for the purpose of wrapping it. While the furniture was in this building a fire occurred. The owner sued the warehouseman for the value of the furniture. The court held the warehouseman liable, saying:

"We think that defendant (warehouseman) removed the furniture from the place agreed upon for its storage at a time when it had no authority whatever to do so, and thereby actively violated its contract."

And again, in *Lunn*, 178 Atl. 563, it was disclosed that the owner of merchandise stored it in a warehouse under an agreement stating that the warehouseman owned and operated a warehouse at 283 Madison avenue. However, the merchandise was stored in another warehouse building which burned without any negligence on the part of the warehouseman or his employees. In holding the warehouseman liable the court said:

"It is undoubtedly the law that where a bailee expressly contracts, as in this case, to keep property in a particular place, he will be liable for his failure to do so, nor could he escape liability by alleging he was not negligent . . ."

So, therefore, in order to be safe you should obtain consent of the owners to remove their goods to the new location.

Question: We are met with a problem regarding the interpretation of the three per cent Federal transportation tax, whether or not it is applicable to charges assessed for the distribution of pool cars. Most of the warehouses with which we do business make no additional tax charge, but we have several which are of the opinion that this charge should be assessed. Kindly advise. *The Climalene Co.*

Answer: According to my interpretation of this tax law all consignees must pay the tax except on "door to door" deliveries. With respect to the latter, the tax is paid by the carrier and added to the transportation bill. In all other cases the consignee must pay the carrier who must account to the Government for the tax payments it receives from its consignees.

Here are important points of Regulations 113, Chapters 30 of IRC, relating to tax on transportation of merchandise. A tax of three per cent shall be imposed upon the amount paid for transportation of property by rail, motor vehicle, water, or air from one point in the United States to another, except that, in the case of coal, the rate of tax shall be 4c. per short

ton. Such tax shall apply only to amounts paid to a person engaged in the business of transporting property for hire, including amounts paid to a freight forwarder, express company, or similar person, but not including amounts paid by a freight forwarder, express company, or similar person for transportation with respect to which a tax has previously been paid.

Therefore, if the distribution cost is included in the first transportation bill, no extra tax need be paid. However, if a special charge is made for distributing the goods the tax must be paid on this special charge.

Question: At the recent Mayflower Warehousemen's meeting in Chicago, I understood you to make the statement, during your address, that it was necessary to insert the storage rates in all warehouse receipts. Would this statement include non-negotiable warehouse receipts as supplied by household goods warehousemen? *Atlas Storage Co.*

Answer: Yes, that is the law. For your further information, and according to many higher courts (Whitely, 43 Pac. 1109), a warehouse receipt may be issued only by a warehouseman in business for profit. In fact a warehouseman who is authorized to issue warehouse receipts must do so for the same purpose as other business persons who make contracts with customers. The warehouse receipt, whether negotiable or non-negotiable, is only a contract.

Actually, and legally, a warehouse receipt is merely an acknowledgement that the warehouseman has accepted the listed goods for storage under the terms of the agreement made with the owner of the goods. The essential reasons are to provide the owner with evidence of the location of his goods and the terms upon which the warehouseman agreed to store the goods, and payment to be made by the owner to the warehouseman.

A negotiable warehouse receipt is not a contract on the part of the warehouseman to "pay" the bearer, nor can it be evidence of an obligation to pay money. See *Vannett*, 173 N.W. 466. In other words, both negotiable and non-negotiable warehouse receipts are merely agreements on the part of the warehouseman to deliver certain goods to the legal owner of such goods, if and when the latter fulfills his agreement to pay the warehouseman his legal charges.

Question: We have a suit on our hands filed by a customer who claims we are liable for breaching a contract because we threatened to cancel our hauling contract if he continued to delay our drivers in getting his material loaded. He claims we are liable for breach of our contract by which we agreed to do his hauling for one year at an agreed price per hundred pounds. Can we be held liable? *Clark Transportation.*

Answer: Generally speaking, a legal breach of a contract is *any* act in violation or contradictory to the terms of the agreement. It is important to know that neither party is entitled to recover damages based upon a breached contract, unless the testimony clearly indicates that actually a breach occurred.

For example, *Clark v. Miller*, 122 So. 475, it was disclosed that a disagreement became apparent between two contracting parties. Suit was instituted by one of the contracting parties on the contention that certain acts and statements of the other party indicated that he had *intended* breaching contract. The court promptly held that a contracting party is not liable for assertions of this nature.

"The mere assertion of a party to a contract that he will be unable, or will refuse to perform his contract, is not sufficient to constitute a breach. There must be a distinct, unequivocal, and absolute refusal to perform, treated and acted upon as such by the other party to the contract. A mere assertion of inability to go on with the contract is not a repudiation of the contract."

Therefore, in view of this case it is apparent that you are not liable for merely threatening to breach the contract. However, if you did any important act not in accordance with the agreement, you may be liable.

Simplifying the law on this subject we may state that it is well established law that *all* parties to a valid contract are *bound* to fulfill the *precise* terms of the agreement, and if one party fails in this respect he performs an illegal act which entitles the other party to do either of these three things: (1) he may refuse to continue to perform his obligations and sue the other party for damages and profits in an amount equal to his financial loss resulting from the breach; (2) or, he may file suit and compel the other party to fulfill the exact terms of the agreement; (3) or, the parties may mutually agree to cancel the old contract or make a supplementary contract.

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**Blind Flying Hazards
Reported Eliminated**

The hazards of blind flying through fog, even at night, will be eliminated on commercial airlines after the war as a result of a startling development now being utilized for an entirely different purpose by the Army airforces, Ernest R. Breech, president, Bendix Aviation Corp., revealed recently.

Speaking on the future of the aviation industry before more than 1,000 members and guests of the Illinois Mfrs. Cost Assn., Mr. Breech, who is also chairman, Central Aircraft Council, said: "Through a startling development, hazards of blind flying, day or night, will be definitely conquered. These developments are so broad in the scope of their application for military purposes that I cannot hint to you how this has been accomplished."

Indicating that engineers of Bendix, pioneer in the development and mass-production of scientific devices for aircraft and other industries, are cooperating with the armed Services and other manufacturing and research organizations in this development, Mr. Breech added, "I can tell you that it is no longer experimental, and I can give you positive assurance that fog, even at night, will join the long list of weather hazards conquered by man in his desire to fly."

**Sikorsky Predicts Wide Use
Of Helicopters After War**

A million helicopters taking off from backyards and factory roofs was envisioned for the postwar era by I. I. Sikorsky of United Aircraft Corp., Stratford, Conn., last month in a talk before the aeronautic meeting of the Society of Automotive Engineers at New York.

● Arctic Foods Storage, Inc., Columbus, O., has been incorporated to operate cold storage warehouses. It will issue 600 shares of common stock at \$100 and 400 shares of cumulative preferred stock at \$100 par value. The incorporators are Eugene S. Burton, Lee L. Woods and John H. Morgan, all of Martin's Ferry, O. (Strang),

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We Operate the Weicker Transportation Co., a statewide, daily motor freight service under regulation of the Public Utilities Com. Connection with Interstate Truck Lines to Principal Cities.

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128-130 SOUTH MAIN
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U. S. Bonded Warehouse • Pool Car Distribution • Household and Merchandise Facilities • Private Siding • Our fleet covers Connecticut and Massachusetts daily
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Modern Fireproof Merchandise Warehouse
Private seven-car Siding, adjacent to Steamship and R. R. Terminals. Pool and stop over cars distributed.
Merchandise Storage.
Motor Truck Service to all towns in Connecticut.
Low Insurance Rate. Prompt, Efficient Service.
Member of Connecticut Warehousemen's Assoc.

**Pittsburgh Plans Construction
Of River-Rail-Truck Terminal**

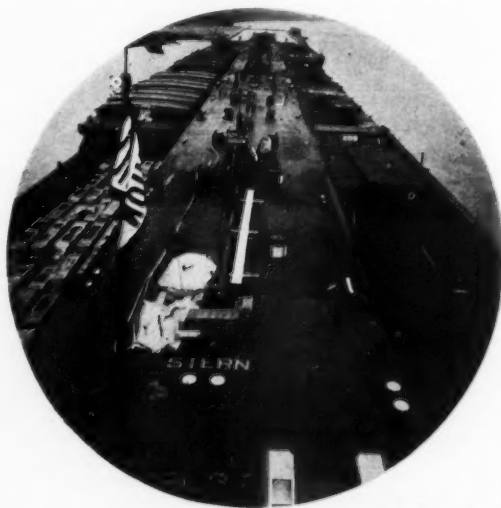
(Continued from page 33)

to handle mostly packaged freight, since facilities already are available for handling bulk commodities such as petroleum, coke, sand, gravel and steel.

Bulk commodities being shipped out of Pittsburgh now are limited. About 75 per cent of the total is iron and steel. Barge lines can use more tonnage of all types. Coal for the South, miscellaneous canned and bottled processed foods can be barged out on long hauls: 10 days to Memphis, 14 days to New Orleans. This time on long hauls compares much more favorably than a year ago with speed by rail, now obviously booked to capacity.

River traffic is assuming more of the load. Last year's estimated ratio of 70 per cent traffic down stream to 30 per cent up stream now has more than evened up to an estimated ratio: 60 per cent up stream, 40 per cent down. Movement of iron and steel products down river is so heavy that much common-carrier barge equipment is being used. However, last year's unusual experience for common carriers of having more tonnage moving up than down stream, caused by a dislocation in the steel industry, has disappeared, because now steel stocks are not permitted to accumulate.

Petroleum river shipments are growing rapidly. Since the war began food shipments by river have increased. One reason is that canned and bottled processed foods, formerly transported by ship down the Atlantic Coast to Jacksonville and New Orleans, now, because of the submarine menace and increased insurance costs, are barged down the Ohio and Mississippi.



Courtesy Union Barge Lines

... Tow of variegated river freight being eased into one of the Ohio River locks by the Diesel towboat "Wm. Penn".

Possibilities of making Pittsburgh more of a focal point for inland waterways transportation between the United States and South America were discussed recently at a session on "Inter-American Transportation Problems" sponsored by the Pan-American Co-operative Foundation.

Dr. R. J. Behan, director of the Foundation, told D and W, "Pittsburgh at present is recognized all over the world as a river port. It has its own custom house; river barges are built here, it provides an outlet for low-cost river transportation.

(Continued on page 61)

NEW HAVEN, CONN.

NEW HAVEN TERMINAL, INC.

30 Waterfront St., New Haven, Connecticut

Truck, Rail and Deep Water Terminal Warehouse—45 car siding—open storage.

Pier 500 ft. long—2 Berths—28 ft. M.L.W.

ADT Watchman and Fire Alarm Service



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Merchandise, automobiles, furniture—23 buildings—ADT supervised watchman service—Low insurance rates—15 car siding—Central location—Daily truck delivery service covering Connecticut and southern Massachusetts—Bonded with U.S. Customs.



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Moving and Storage of Household Goods Exclusively

Member Connecticut Warehousemen's Association

TORRINGTON, CONN.

Established 1860

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Main Office, Torrington, Conn.—Telephone 9243
One of New England's Largest Transportation Companies

Household Goods Packed, Stored, Shipped.

Merchandise Storage and Distribution.

Pool Cars Distributed in All Parts of Connecticut.

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Manhattan Storage & Transfer Co.

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Household Goods storage, packing, shipping. Pool Car Distribution Merchandise.

Lift vans local delivery.

Member Ind. Movers & Warehousemen's Assoc.

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Security (steel) lift vans for overseas shipments. Door to door rates quoted. All risk insurance if desired

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"Smith's looked ahead. They foresaw the storage needs of Washington's War-time population. They added one warehouse after another and today Smith's have seven large storage warehouses."

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GENERAL MERCHANDISE STORAGE

Pool Car Distribution—City Delivery Service

Direct Switching Connections into Warehouse Pennsylvania Railroad

TERMINAL REFRIGERATING & WAREHOUSING CORPORATION

4th and D Streets, Southwest

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WASHINGTON, D. C.

W. E. EDGAR, Supt.

THE TERMINAL STORAGE COMPANY OF WASHINGTON

First, K and L Streets, N. E.

Large buildings of modern construction, total floor area 204,000 square feet, of which 109,000 square feet is of fireproof construction.

Storage of general merchandise

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Heated rooms for protection against freezing.

Member of American Warehousemen's Association

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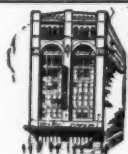
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We Reciprocate Shipments

(See Advertisement in Directory issue, page 112)

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THE SOUTH'S LARGEST FIREPROOF WAREHOUSE
EXCLUSIVELY FOR HOUSEHOLD GOODS & OFFICE EQUIPMENT
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Union Terminal Warehouse Company
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CHICAGO'S MOST MODERN
WAREHOUSES

Pittsburgh Terminal . . .

(Continued from page 58)

"In the future," said Dr. Behan, "Pittsburgh may build barges for the regular transportation of products to South America. Our waterways are deep enough. Once we overcome flood possibilities, with roller dams we might boost the Ohio River's stage from nine to 14 feet. For example, coal formerly shipped from Great Britain could be shipped from Pittsburgh down to South America."

From South America commodities could come to New Orleans to be transferred for shipment by barge to Chicago, Cleveland, Pittsburgh. Thus Pittsburgh would become a good distributing center for the Eastern United States.

At the meeting it was proposed that a bureau be set up as a library of information about Pittsburgh and South American countries.

Los Angeles Traffic Managers Oppose Higher Freight Rates

The Los Angeles Traffic Managers' Conference has gone on record against any further increases of freight rates by carriers for the duration of the war and has approved a resolution recommending stabilization of rates on the ground that increased rates will influence advances in commodity prices.

The resolution signed by William Shulver, president, and R. E. Crandall, secretary of the Traffic Managers' Conference, was addressed to Prentiss Brown, director OPA; W. P. Bartel, secretary, ICC; Joseph B. Eastman, director ODT, and Frank R. Havener, president, California Railroad Commission.



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TO TRAFFIC MANAGERS: Our tariff is very low. Wire or write us when trans-
ferring personnel.
New York City: 1775 Broadway Los Angeles, Calif.: 447 Commercial

Factories on the Move . . .

(Continued from page 41)

West Bay City, idle for over 10 years and previously used for beet sugar manufacture. Plant consists of a number of buildings on 27-acre tract of land; machinery now in mill will be offered for sale, dismantled and removed. New owner will remodel and equip property for a large foundry for production of magnesium castings, supplementing its present local plant of similar character. No estimate of cost announced. Work scheduled to begin soon.

DETROIT, MICH.—Chrysler Corp., 341 Massachusetts Ave., has contracted with Government for expansion in plant in Michigan, exact location not announced, for increased production of equipment for war service. Work will include new building and installation of machinery to cost about \$600,000. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

MENOMINEE, MICH.—Martindale Pulp Wood Insulation Co., Marinette, Wis., manufacturer, pulp wood specialties, has leased 1-story industrial building here, and will improve and equip for new plant, replacing former works at first noted location, recently destroyed by fire. H. E. Martindale is general manager.

WINNEMUCCA, NEV.—Molybdenum Products Co., 244 W 1st St., Reno, Nev., plans construction of new 1-story concentrating mill for quick-silver production at the Baldin Cinnabar properties near here. Cost reported over \$80,000, with machinery. M. W. Peterman is vice-president.

CLIFTON, N. J.—Cargocaire Engineering Corp., 75 West St., New York, manufacturer, ventilating and dehumidifying equipment for marine service, with main offices in Central Bldg., Seattle, Wash., has purchased industrial plant on Clifton Blvd., here, consisting of 3-acre tract of land, improved with modern 1-story building of about 25,000 sq. ft. floor space. Plans are under way for new 1-story addition on adjoining site. Company will occupy for main Eastern plant and will install equipment at early date. Lawrence G. Sovulewski is vice-president and general manager.

HOBOKEN, N. J.—Breining Brothers, Inc., 226 Grand St., manufacturer, paints, enamels, etc., has leased 3-story factory at 1st and Harrison Sts., formerly used by American Ink Co., and will occupy for plant. Present factory at 3rd and Adams Sts., has been purchased by Navy Dept., which will take possession at early date.

PERTH AMBOY, N. J.—William Kenyon & Sons, Ltd., 136 Liberty St., New York, manufacturer, rope drives, etc., has leased 1-story building on Paterson St., here, previously used as a steam laundry, and will improve and equip for plant.

SUMMIT, N. J.—L.A.B. Corp., 15 Chestnut Ave., manufacturer, precision instruments, has purchased 1-story industrial building at 31 Union Pl., formerly held by Sperco Motor Co., and will improve and equip for early occupancy.

BROOKLYN, N. Y.—Premier Welding Co., 1620 Decatur St., Ridgewood, Queens, operating a general welding works, has leased 1-story industrial building at 1548 Atlantic Ave., here, and will occupy for expansion.

BROOKLYN, N. Y.—Tavern Fruit Juice Co., 817 Flushing Ave., manufacturer, of food specialties, has leased 1-story factory at 360 Troutman St., approximating 12,000 sq. ft. floor space, and will occupy for expansion.

HUDSON FALLS, N. Y.—American Locomotive Co., 30 Church St., New York, has leased paper mill of Union Bag & Paper Co., here, comprising a number of
(Continued on page 65)

CHICAGO, ILL.

MIDLAND



A complete warehouse organization fully equipped to handle merchandise rapidly and economically

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Outbound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express and Truck Lines on premises.

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Lease
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Merchandise & Household Goods
Warehouse, brick construction, sprinklered

Private siding—I.C. & C.B. & Q. R.Rs.

Consign C.L. shipments via I.C.-C.B. & Q.

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With the most modern and most unusual River-Rail-Truck Terminal and Warehouse in the United States. Sprinklered—A.D.T.

Located only ninety miles from the country's center of population. Served by six large railroads, many motor freight lines and the American Barge Line, Mississippi Valley Barge Line, Union Barge Line and independent towing operations.

Merchandise and food commodities of every description, from every part of the globe, can conveniently reach, be economically stored, and then efficiently distributed from Evansville.

Write for booklet completely describing the many unusual services available.

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ALLIED DISTRIBUTION INC.

CHICAGO

11 WEST 42ND ST. PENN. 6-0968

1525 NEWBERRY AVE., MON. 5531

Factories on the Move . . .

(Continued from page 62)

large 1- and multi-story buildings, and will remodel and equip for new central storage and distribution plant. Company operates manufacturing plants at Schenectady, Auburn and Dunkirk, N. Y.

LONG ISLAND CITY, N. Y.—Consolidated Sheet Metal Works, 41-15 23rd St., manufacturer, sheet metal products, has purchased 3-story industrial building on local site at 41-14 24th St., and will improve and equip for expansion.

LONG ISLAND CITY, N. Y.—Ford Instrument Co., 32-36 47th Ave., manufacturer aircraft instruments, has leased part of local warehouse of Sears, Roebuck & Co., Borden and Review Aves., and will occupy at early date for expansion.

LONG ISLAND CITY, N. Y.—Alfred Marty Co., 22-14 40th Ave., manufacturer, tools and mechanical equipment, has leased space in local industrial building at 43rd Ave. and 24th St., about 5,000 sq. ft. floor area, and will occupy for expansion.

LONG ISLAND CITY, N. Y.—Metallizing Engineering Co., Inc., 29-28 41st Ave., manufacturer, metallizing equipment and supplies, spray guns, etc., has purchased 4-story industrial building on 30th St., near 39th Ave., vicinity of Bridge Plaza, heretofore used by H. Rubenstein & Co., for a laboratory. Structure totals about 40,000 sq. ft. of floor space and will be improved and equipped for early occupancy.

MIDDLETOWN, N. Y.—American Dietetics Co., Inc., Yonkers, N. Y., manufacturers, special food products, has purchased industrial property here, formerly used for oil products service, and will modernize and equip for new dehydration plant for handling vegetables. Machinery and equipment will be installed for employment of about 100 persons. Cost reported over \$90,000. Proposed to have plant ready for service in fall.

MONTCLAIR, N. Y.—Wallace & Tiernan Co., Inc., 11 Mill St., Belleville, N. J., manufacturer, chlorine control apparatus and kindred equipment, has purchased 2-story building at 1-9 Greenwood Ave., here, for reported consideration of \$75,000, and will improve and equip for expansion in manufacture for war service.

NEW YORK—Ralph C. Coxhead Corp., 333 6th Ave., New York, N. Y., manufacturer, typewriter specialties, electric interchangeable type, etc., has contracted with Government for establishment and operation of new plant in New York State, exact location not announced. No estimate of cost announced. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

NEW YORK CITY—Slidlock Corp., 10-61 Jackson Ave., Long Island City, N. Y., manufacturer, mechanical equipment, has leased floor in building at 317-23 E. 34th St., here, and will occupy for plant, removing present works to new location, which will provide about 50 per cent increase in floor space. Additional equipment will be installed for increased output.

NEW YORK CITY—Standard Aircraft Products Co., Franklin St., Dayton, O., manufacturer, sheet metal aircraft equipment, lighting apparatus, etc., has leased entire 8th floor in industrial building at 345 Hudson St., aggregating about 50,000 sq. ft. floor space, and will equip for new Eastern branch plant. J. E. Golob is vice-president and chief engineer.

TUCKAHOE, N. Y.—The O. D. Chemical Corp., 60 E. 42nd St., New York City, manufacturer, deodorants and other special chemical products, has acquired a factory on Marbledale Rd., here, formerly used by Wadelon Woodworking Co., consisting of main 3-story

(Continued on page 66)

FORT WAYNE, IND.

**FORT WAYNE [WITH MIGHT AND MAIN]
STORAGE CO. THE SAME**

FIREPROOF AND NON-FIREPROOF BUILDINGS.
Pittsburgh, Fort Wayne & Chicago R. R.; Grand Rapids & Indiana R. R.;
Wabash R. R.—Private Sidings—Pool Car Distribution

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Exclusively

Merchandise and Cold Storage

Modern Fireproof Warehouses—Centrally Located—P.R.R.
Siding—Lowest Insurance Rates—Pool Car Distributors—
Local Cartage Service—Branch Office Service.

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435 E. Brackenridge St., Fort Wayne, Ind.
Warehouse Receipts on Staple Commodities

FORT WAYNE, IND.

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PETTIT Gives You
PLUS Service in FORT WAYNE . .

- + Our own truck line plus a central location assures the best warehouse, transfer and distribution service in Fort Wayne.
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- + Long experience coupled with modern and efficient equipment assures your complete satisfaction and that of your customers when you are a Pettit client.

Very low tax and insurance rates.

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FACILITIES—150,000 sq. ft., Fireproof, concrete-steel-brick const. Siding on

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SERVICE FEATURES—Motor term. on premises—hourly del. to Metro. Chicago

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STORAGE FOR HOUSEHOLD GOODS AND
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WAREHOUSE and OFFICE: 405 Douglas Str.

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Merchandise Storage, Distribution, Trucking

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Placed On Platform Ready For Delivery



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230 WEST McCARTY ST., INDIANAPOLIS, IND.

Pennants for Warehouses . . .

See editorial on page 5 advocating
Army-Navy E for public warehouses.

Factories on the Move . . .

(Continued from page 65)

building and several smaller adjoining structures, and will improve and equip for main plant. Machinery and facilities will be installed for large output.

WHITEVILLE, N. C.—Broadus Wilson, 2514 White Oak Rd., Raleigh, N. C., is at head of project to construct and operate a new vegetable dehydration plant here, where site has been selected. It will be 1-story, reported to cost close to \$45,000, with equipment. A priority rating has been secured and work is scheduled to begin at early date.

WINSTON-SALEM, N. C.—Palmer-Bee Co., Westminster St., and Grand Trunk R.R., Detroit, Mich., manufacturer, elevating and conveying machinery, etc., has purchased storage plant of Winston-Salem Tobacco & Storage Co., Waughtown district, here, comprising large tract of land improved with three 1-story buildings. Structures will be remodeled and equipped for new branch plant. Company also has acquired site on Lomond St. for erection of 1-story building for similar service. Entire project is reported to cost close to \$100,000. George A. Bee is treasurer and general manager.

CLEVELAND, O.—Allied Plating Corp., 277 E. 156th St., manufacturer, plated metal goods, has leased new 1-story building, 60 x 120 ft., to be erected at 18006 Waterloo Rd., by Halburk Co., care of A. B. Loomis, 10014 Burton Ave., architect. Company will occupy for new plant, removing present works to new location when building is ready, installing additional equipment for increased capacity. Cost estimated over \$65,000, with machinery. Henry Burkhardt is secretary.

ALBANY, ORE.—Bureau of Mines, Department of Interior, C and 18th Sts., N.W., Washington, D. C., has purchased former buildings and campus of Lewis and Clark College here, consisting of a large tract of land and several 1- and multi-story buildings, and will remodel and equip for a new Northwest Electro-Development Laboratory. Work will begin at early date. Fund of \$500,000 has been arranged for entire program.

JEFFERSON, ORE.—Santiam Flax Growers' Assn., A. L. Page, chairman, has plans under way for new flax processing mill, for which site will be selected at early date. It will be 1-story, reported to cost close to \$40,000, with equipment.

PENNSYLVANIA—Owens-Corning Fiberglas Corp., Nicholas Bldg., Toledo, O., manufacturer, fibrous glass products, has contracted with Government for construction and operation of new plant in Pennsylvania, exact location not announced, to consist of a main 1- and multi-story processing and production building and group of auxiliary structures, estimated to cost about \$1,600,000. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency. Proposed to begin work soon.

PHILADELPHIA, PA.—George D. Feidt & Co., 5th and Buttonwood Sts., manufacturer, industrial chemicals, has purchased 4-story factory at 21st and Fairmount Ave., and will improve and occupy for plant. Company has sold building at first noted location and will remove entire plant to new site, with installation of additional facilities for increased capacity.

PAWTUCKET, R. I.—Boston Wire Stitcher Co., Blackmore St., East Greenwich, R. I., manufacturer, wire-stitching machinery, parts, etc., has leased space in former buildings J and K of textile mill of Manville-Jenckes Co., on Barton St., totaling 85,000 sq. ft. floor area, and will improve and equip for new branch plant.

MISSION, TEX.—Hale County Foods Co., Plainview, Tex., canner and packer, has acquired site here for new dehydration plant, consisting of main 1-story

(Continued on page 69)

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Nine warehouses, convenient to your trade.
Loans made against negotiable receipts.
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An able servant to the PORT OF NEW ORLEANS
Complete warehousing facilities—Distribution—Weighing—Forwarding—Fumigating—Storage—Cartage—Field Warehousing—Office Space—Display Rooms—
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Rail and Water Connection—Private Siding

Member of A.C.W.—A.W.A.—N.F.W.A.—Agent A.V.L.

Factories on the Move . . .

(Continued from page 66)

production building and several auxiliary structures, equipped for a capacity of about 75 tons of vegetables daily. Cost reported about \$70,000. Work is scheduled to begin soon.

EPHRATA, WASH.—Clyde M. Ludberg, 326 1st St., Spokane, Wash., plans construction of new lumber and sawmill here, where tract of land has been acquired, comprising a main 1-story building and auxiliary structures, reported to cost over \$50,000, with machinery.

PORTAGE, WIS.—Portage Wholesale Co., dealer in produce, etc., has purchased 1-story industrial building, about 85 x 130 ft., on Brady St., and will remodel and equip for new egg-drying plant. A 1-story addition, about 60 x 65 ft., will be erected. Entire project will cost over \$55,000, with equipment.

CORRECTION—Superior Steel Corp., with main offices in Grant Bldg., Pittsburgh, Pa., has no connection with Pacific Tube Co., Los Angeles, Cal., as stated in March issue of *D and W*, p. 41.

New Book Issued On Materials Handling

MATERIALS HANDLING: Principles, Equipment and Methods. By Harry E. Stocker. Prentice-Hall, Inc., New York. (\$5)

The publication of this book is timely because of the growing interest in this important subject. The method of presentation of the material is direct and not too technical for the layman. To cover all of the phases of materials handling in one volume would be almost impossible, and it is to Mr. Stocker's credit that he has exercised unusual discretion and judgment in selecting the types of equipment that are used more frequently in a wide variety of industries, ports, terminals and warehouses.

The profuse use of illustrations makes it possible for a reader to visualize quickly the subject, and to select the chapters in which he is most interested. The data contained in this book is collected from a number of sources to which references are made in case the reader is interested in further detailed study. The book should be of interest to management, engineers, architects and students. (Matthew W. Potts).

● The Mathieson Alkail Works has established a new carbon dioxide warehouse in Richmond, Va. For the present, the new warehouse will stock only carbon dioxide which comes direct from the manufacturing plant at Saltville. (Toles).

● For the fiscal year that will begin July 1, 1943, war spending will rise to the annual rate of \$100,000,000,000.

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For Details See Directory Issue
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Sidings on N. Y., N. H. & H. R. R.

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Protected By
A.D.T. Service

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Established 1896

PACKING MOVING
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70—D and W, May, 1943

People . . .

(Continued from page 40)

designed and copyrighted a "Traffic Manager's Slide Rule," an adaptation of the slide rule principle to freight calculations. He is a director of the Junior Traffic Club of Chicago and a member of the Clearing-Cicero Traffic Conference. (Slawson)

Frank J. Armstrong, Detroit, has been elected president, Great Lakes Regional Advisory Board. L. H. Baughman, Toledo, was elected vice president. C. T. Stripp, Cleveland, was named chairman of the executive committee, and B. C. Weaver, Detroit, secretary. (Kline)

All officers of the American Mail Line have been re-elected. They are Lawrence Calvert, president; Richard J. Reynolds, Earl D. Doran, A. R. Lintner, Ross McIntyre, vice presidents; S. L. Barnes, secretary; R. B. Bush, treasurer; W. L. Williams, assistant secretary and H. G. Rowland, assistant treasurer. (Haskell)

Edward P. Crumbock, secretary-treasurer, Highway Truck Drivers' and Helpers Local 107, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, AFL, and vice-president of the International Brotherhood, was recently presented with the 1943 La Salle Gold Medal awarded by the La Salle College Civic and Social Congress, "for wise and skillful leadership which has won the admiration both of employer and worker." (Dash)

Russell W. Krantz, traffic manager of Sears, Roebuck & Co., Philadelphia, is now serving in the Army Service Supply. J. F. Kuehnhold, formerly his assistant, has been named acting traffic manager of the company in Krantz's absence. (Dash)

R. S. Mawson, formerly traffic manager, J. G. Brill Co., Philadelphia, is now a major at the Raritan Arsenal, N. J. A. J. Briddes has been named acting traffic manager at Brills. Briddes, who has been with the company 30 years, was previously in the foreign sales division. (Dash)

Recently elected officers of the Philadelphia Chapter, Pennsylvania Motor Truck Assn., are: Charles P. Speitel, C. P. Speitel Co., president; J. S. Meiklejohn, United Parcel Service, vice-president; Howard B. Higman, Pennsylvania Warehousing Carriers, treasurer; J. Wallace Fager, vice-president. (Dash)

Gordon Ross has been appointed vice president and manager, Overland Terminal Warehouse Co., Los Angeles, Cal.

A district office for Eastern Penn., Western N. J., Maryland, and Delaware was opened April 1 by H. K. Porter Co., Inc., Pittsburgh, Pa., in the Girard Trust Bldg., Philadelphia. Roy B. Rose is manager.

Lyman W. Whitcomb, recently chosen executive secretary, Massachusetts Warehousemen's Assn., was born in Barre, Vt., in 1895. He is a graduate of Tufts College. For the last 12 years he has been executive secretary of the American Granite Assn., national organization of the monumental granite industry. Prior to that period he was associated with the Dennison Mfg. Co. as assistant office manager. He saw service with the U. S. Navy in World War I, following which he served as an executive with the U. S. Public Health Service. (Wellington)

(Continued on page 74)

For Shippers' Convenience, States, Cities and Firms are Arranged Alphabetically

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Fitz Warehouse Corporation

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Lechmere Warehouse, East Cambridge, Mass.

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Warren Bridge Warehouse, Charlestown, Mass.

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C. F. COWLEY, Asst. Treas.

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UNION WHARF, BOSTON

Connecting all railroads via

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Boston (29)

Mass.

STORAGE

B. & M. R. R.
Mystic Wharf.
Boston

N. Y., N. H. & H. R. R.
E. Street Stores
South Boston

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Largest Pool Car Distribution Specialists for New England
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MERCHANDISE STORAGE

Brick building, clean, dry, heated, fully sprinklered, automatic fire alarm,
low insurance rates.

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Daily Trucking Service to
suburbs and towns within
a radius of fifty miles.

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U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and
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HOUSEHOLD GOODS STORAGE, Packing,
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POOL CAR DISTRIBUTORS

Serving all points in southwestern Michigan and northwestern Indiana. Shipments
may be consigned via Michigan Central or Pere Marquette railroads to Benton
Harbor as a distribution point.
Interstate and intrastate motor freight common carrier with I.C.C., Michigan,
and Indiana certificates.

MIDWEST TRANSIT LINES

GENERAL OFFICE • 315 NINTH STREET • BENTON HARBOR, MICH.

DETROIT, MICH.



Central Detroit Warehouse

Located in the heart of the wholesale and jobbing
district, within a half-mile of all freight terminals.
Modern buildings, lowest insurance rate in city.

Michigan Terminal Warehouse

Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered,
serving the west side of Detroit and the city of
Dearborn. Specializing in heavy and light package
merchandise and liquid commodities in bulk. Con-
nected directly with every railroad entering the city.

Central Detroit Warehouse Co.

Fort and Tenth Streets, Detroit, Mich.

DETROIT, MICH.

DETROIT STORAGE CO.

Established 54 Years

STORAGE WAREHOUSES ALL OVER DETROIT

Local and Long Distance Removals
Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard

Telephone Trinity 2-8222



DETROIT, MICH.

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DETROIT TERMINAL WAREHOUSES, INC.

W. A. SELLON, GEN. MGR.

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Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

GRAND TRUNK WAREHOUSE & COLD STORAGE COMPANY

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway



Local, regional and storage-in-transit
service, offering every facility known
to modern distribution.

New	Trunk Line
Ultra-Modern	Terminal
Plant	Complete Service
Continent-wide Connections	

DETROIT, MICH.

John F. Ivory Stge. Co., Inc.

MOVING—PACKING—SHIPPING
STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

DETROIT, MICH.

Henry & Schram Storage & Trucking Company

"The Warehouse of Service"

MERCHANDISE STORAGE—GENERAL TRUCKING
CAR LOAD DISTRIBUTION



Private Siding on
Wabash—Canadian Pacific—Pennsyl-
vania—Pere Marquette Railways
A.D.T. Aero Automatic Fire Alarm and
A.D.T. Burglary and Fire Protection
"Your Interests Are Always Ours"
1941-63 W. Fort Street
DETROIT, MICHIGAN

DETROIT, MICH.

Facing the Busiest
Thoroughfare in

DETROIT

In this modern fireproof building you can have bright, inexpensive, specially designed offices under the same roof with a complete warehouse and distribution service.

150,000 sq. ft. located on Detroit's busiest thoroughfare. Private siding facilities for 10 cars with free switching from all railroads. Large, enclosed loading dock. Our own trucks make prompt reshipment and city deliveries.

JEFFERSON TERMINAL WAREHOUSE

DETROIT

1900 E. Jefferson Ave.

MICHIGAN

DETROIT, MICH.

MACK AVENUE MOVING & STORAGE CO.
3454 MACK AVE. • DETROIT



**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving

DETROIT, MICH.

Established 1882

RIVERSIDE STORAGE & CARTAGE CO.

Cass & Congress Sts., Detroit, Mich.
Household Goods and Merchandise Storage
Moving—Packing—Shipping
Personal Service Guaranteed
Members — A.W.A. — N.F.W.A. — Allied Van Lines

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• AN ASSOCIATED

Member A.W.A.

In
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DETROIT
THE BEST IS
★ U.S. ★
UNITED STATES WAREHOUSE COMPANY
1448 WABASH AVENUE PHONE RANDOLPH 4730
DIVISION OF
UNITED STATES COLD STORAGE CORPORATION
OPERATING
United States Cold Storage & Ice Company Chicago
United States Cold Storage Company Kansas City
United States Cold Storage Company Dallas
United States Warehouse Company Detroit

DETROIT, MICH.

Members N. F. W. A.

Wolverine Storage Company, Inc.

11850 E. Jefferson Ave.

STORAGE AND MOVING, PACKING
AND SHIPPING

Agent for Allied Van Lines, Inc.



Hospital Put in Storage For Duration on Coast

Dante Hospital, a four-story private sanatorium in San Francisco, Cal., was recently taken over by the Army, and has placed its furnishings in storage for the duration. For 10 days trucks of the Lyon Van & Storage Co., and a daily average of 15 men moved 50 van loads of furnishings from the hospital to the company's local warehouse.

Metal equipment and medical supplies remained for the Army's use. Dante's files were moved to a special office where the hospital management will keep them for the convenience of former patients.

The job of moving over half a million pounds of furnishings although a sizeable one, did not present any particular problems, according to Hugh McGlynn, local sales manager of Lyon. "There was more walking to the job than anything else," he said. "The men covered almost a square block with every loading they made."

About 16,000 cu. ft. of space in the firms local warehouse is being used to store the furnishings. Storage of the material was accomplished with surprising ease.

Mr. McGlynn said. The furnishings were treated with special care. The cleaning bill for rugs alone ran into four figures. Napthalene flakes were sprinkled on rugs and upholstered pieces. High-finish furniture was wrapped in heavy wrapping paper or corrugated paper sheets. Once a year this protective process will be inspected and, if necessary, repeated.

San Francisco, according to Mr. McGlynn, has an ideal climate for storage, as there are no extremes of heat or cold. This saves storage companies the cost of heating warehouses, and enables them to open windows during the day to allow free circulation of air.

This particular moving job coincided with the company's expansion program. It recently took over the Miller Moving & Storage Co., the building in which the hospital furnishings are now stored. This warehouse contains approximately 500,000 cu. ft. of storage space. (Walker)

MICHIGAN—MINNESOTA

LANSING, MICH.

Established 1919

FIREPROOF STORAGE CO.
430-440 No. Larch St., Lansing, Mich.
Merchandise and Household Goods Storage
—Modern Fireproof Building—
Pool Car Distribution—Private Sidings
P.M.R.R.
Trucks for Local Deliveries
Member of A.W.A.—May W.A.

LANSING, MICH.

Agent for Allied Van Lines, Inc.

LANSING STORAGE COMPANY
The only modern fireproof warehouse in Lansing exclusively for household storage.
MOTHPROOF FUR AND RUG VAULTS
Local and Long Distance Moving
"WE KNOW HOW"
440 No. Washington Ave.

AMERICAN WAREHOUSEMEN'S ASSOCIATION

BRANCH HOUSE SERVICE

... AT WAREHOUSE COST

- It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.
- Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.
- Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

CENTRAL WAREHOUSE CO.

1840 No. Michigan Avenue

SAGINAW, MICHIGAN

MINNEAPOLIS, MINN.

Kedney
A.W.A.—N.F.W.A.—Minn. N.W.A.
**STORAGE
MDSE. & HOUSEHOLD GOODS
WAREHOUSE CO.**
617 WASHINGTON AVE., NO.
Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PHN. 6-0867 1525 NEWBERRY AVE. MON. 333

MINNEAPOLIS, MINN.

George La Belle, Pres.

LA BELLE SAFETY STORAGE & MOVING CO.
708 Central Ave. Minneapolis, Minn.
OPERATING AGENTS ALLIED VAN LINES
Fireproof Storage Warehouses.
Large fleet of equipment for local and long distance moving.

MINNEAPOLIS, MINN.

Member of **MINNEAPOLIS TERMINAL WAREHOUSE CO.**
STORAGE — TRUCKING — POOL CAR DISTRIBUTION
Complete Facilities At The Three Important Centers
Minneapolis Midway St. Paul

MINNEAPOLIS, MINN.

BEN KOCH, PRES.

GEO. KEENE, T. M.

Packing and forwarding
Local and Long Distance Moving Household Goods Storage a Specialty.
Minneapolis
Van & Warehouse Co.
106 FIRST AVENUE NORTH, MINNEAPOLIS

People . . .

(Continued from page 70)

Millard G. Decatur, 2nd, has been elected president and treasurer of Congress Stores, Inc., Boston, to fill the vacancy caused by the death of Albert E. Burnham. Mr. Decatur was formerly assistant treasurer. Mrs. Decatur, daughter of Mr. Burnham, was elected assistant treasurer and a director. (Wellington)

Edward H. Harms, former operating manager for McCormick Steamship Co., has been appointed assistant Pacific Coast director in charge of the Southern California territory for the War Shipping Administration. (Herr)

Joseph B. Hurd, general agent, Matson Navigation Co., Los Angeles, for the past several years, has severed his connection to assume a new post with Alexander & Baldwin, San Francisco, sugar and pineapple concern active in California and Hawaii. Hurd has been succeeded as Los Angeles agent for Matson Navigation Co. by H. E. Pippin. Hurd represented Matson Lines for more than 20 years in various parts of the world, including New York and London. (Herr)

Frank W. Sellwood, formerly with Buick Motor Co. and the Union Pacific Railroad, has been appointed terminal manager at Los Angeles for Ringsby Truck Lines. (Herr)

John Kueper, former traffic manager, Pacific Bridge Co., San Francisco, and Calmar Steamship Co., has been named traffic manager of Kellogg Express & Draying Co., San Francisco, succeeding Edward St. Clair, who has transferred to the California Motor Express. (Herr)

Tyler Glenn, North American Aviation, Inc., Inglewood, Cal., was elected chairman of the board of the Aircraft Traffic Assn. of Southern California at recent election meeting, succeeding Paul W. Milburn, general traffic manager of Douglas Aircraft, Inc., Santa Monica. (Herr)

John L. Collyer, president, B. F. Goodrich Co. has been named a member of the National Industrial Information Committee governing board.

George Livingston, economist and food consultant, has been placed in charge of the Compliance Division of the Great Lakes Regional Office of the Food Distribution Administration.

Approximately 50,000 sq. ft. of additional warehouse space was made available May 1 by White Terminal Co., Pittsburgh, Pa., reports owner Thomas White. Company offices now are at 13th and Smallman Streets. The name of Pike St. was recently changed to Smallman. (Leffingwell)

• The Riveredge Warehouse Corp., New York City, has acquired the facilities and goodwill of the New Brighton Milling and Warehouse Corp., New Brighton, Staten Island. The property consists of two buildings containing about 60,000 sq. ft. gross, has a 6-car railroad siding and 400 ft. of private dock. It is situated on New York Bay within the free lighterage zone.

• Interpretation No. 2 of General Transportation Order T-1 issued by WPB provides that: "Whenever any city or village is specifically referred to in any zone designated on List 1, the boundary of such city or village shall be deemed to include the railroad switching limits as established in duly published rail tariffs."

MINNEAPOLIS, MINN.

CENTRAL and COMPLETE FACILITIES

NORTHWESTERN TERMINAL CO.
600 Stinson Blvd. Minneapolis
Member: MINNEAPOLIS N. W. A.

Merchandise warehouse completely sprinklered—State Bonded. Pool cars distributed. Close to metropolitan Minneapolis and St. Paul, Northwestern Terminal places at your disposal 20 trucks, 15 tractors and 50 semi-trailers—complete motor equipment.

KANSAS CITY, MO.

In Kansas City

it's the A-B-C FIREPROOF WAREHOUSE CO.



Distribution Cars are so handled as to carefully safeguard your own interests and those of your customers.

Three Fireproof Constructed Warehouses

Member of N.F.W.A. Agents, Allied Van Lines, Inc.



ST. CLOUD, MINN.

STATE BONDED

MEMBER



LANDWEHR TRANSFER LINE

202 6th AVENUE NORTH

Household Goods, Merchandise Storage and Transfer. Motor Freight Terminal. Printed Tariff Schedule. Merchandise Pool Cars distributed. Ship C.L. via G.N. or N.P.
Member: Minn. Northwest W.A.

KANSAS CITY, MO.

Merchandise Storage - Low Insurance Rates - Pool Car Distribution - Freight Forwarders and Distributors via rail or daily motor service to entire Southwest.

MEMBER OF American Warehousemen's Association • American Chain of Warehouses • Traffic Club • Chamber of Commerce

ADAMS
TRANSFER & STORAGE CO.
"Surrounded by the Wholesale District"
228-236 West Fourth St.

ST. PAUL, MINN.

BELTMAN COMPANY
1085 GRAND AVE. • ST. PAUL



NORTH AMERICAN VAN LINES, INC.
Long Distance Moving

KANSAS CITY, MO.

Established 1880

CENTRAL STORAGE CO.

Efficient, Complete Merchandise Warehousing Service

Office—1422 ST. LOUIS AVE.

(West 10th Street)

In Center of Wholesale and Freight House District

AMERICAN WAREHOUSEMEN'S ASSOCIATION

A COMPLETE WAREHOUSING SERVICE

Merchandise Storage — Cold Storage
Pool Car Distribution
Industrial Facilities

Situated in the Midway, the center of the Twin City Metropolitan area, the logical warehouse from which the Twin Cities and the Great Northwest can be served from one stock, with utmost speed and economy. No telephone toll charge to either city.

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Represented by DISTRIBUTION SERVICE, INC.
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Phone: Superior 7180
2 Broadway NEW YORK CITY
Phone: 825 Third St. SAN FRANCISCO
Phone: Sutter 3481
Bowling Green 9-0986

KANSAS CITY, MO.

Financing

CROOKS TERMINAL WAREHOUSES



"Kansas City's Finest Warehouses"
A.D.T. BURGLAR ALARM
LOWEST INSURANCE RATES
COOL ROOM FACILITIES
BEST RAILROAD FACILITIES
IN THE HEART OF THE FREIGHT HOUSE AND WHOLESALE DISTRICT
Operating Brokers' Warehouse, Security Warehouse, Terminal Warehouse

KANSAS CITY, MO.

STORAGE AND DISTRIBUTION



300,000 sq. ft.
Trackage on three railroads
Truck docks—Low Insurance

Merchandise Warehouses, Inc. ST. LOUIS AVE. & MULBERRY ST.

ST. PAUL, MINN.

Agents for Allied Van Lines, Inc.
Member of N.F.W.A.—A.W.A.



Special attention given household effects of your officials and employees moved from or to St. Paul.

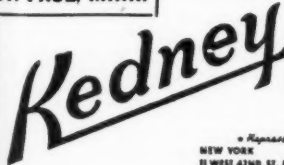
HOUSEHOLD GOODS STORAGE MERCHANDISE STORAGE
Complete Branch House Service

FIDELITY STORAGE and TRANSFER CO.
Office & Warehouse: 332 Rosabel Cor. E. 4th St. Paul, Minn.



ST. PAUL, MINN.

A.W.A.—N.F.W.A.—Minn. N.W.A.



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STORAGE
HOUSEHOLD GOODS
WAREHOUSE CO.
8th and John Sts.

Represented by ALLIED DISTRIBUTION INC.
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KANSAS CITY, MO.

Established 1903

POOL CAR TERMINAL—Spacious, enclosed, sheltered loading Dock, facing wide Street in Wholesale and Shipping District on B&O-Alton Railroad siding.

MERCHANDISE STORAGE — GENERAL CARTAGE
Sprinklered—A.D.T. — Fleet modern Equipment

THE ONLY WAY TRANSFER & WAREHOUSE CO.
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KANSAS CITY, MO.

WALNUT WAREHOUSE, Inc.
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"Right in the Midst of Business"
Most modern warehouse in Kansas City with excellent facilities for efficient service.
Catering to national accounts.
MEMBER: A.W.A., Mo.W.A., K.C.W.A.

JOPLIN, MO.

SUNFLOWER LINES, INC.

Successors to Tonnes Transfer & Storage Co.

1027-41 Virginia Ave. Joplin, Mo.

Distribution and storage of merchandise
Fireproof warehouses—Motor van service
On railroad siding—Lowest Insurance rates



PACKING—STORAGE—SHIPPING
Agent for Greyvan Lines, Inc.



ST. LOUIS, MO.

RUTGER STREET WAREHOUSE, INC.
MAIN & RUTGER STS.

A.D.T. Burglar & Sprinkler Alarms.
200,000 Sq. Feet of Service
BONDED Low Insurance

Merchandise Storage and Distribution.

Truck Connections with All Rail and River Lines.

Offices:

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Chicago Randolph 4458





COMPLETE

• A one-word description of our service, which includes not only every phase of modern warehousing and distribution, but even an information bureau, maintained to furnish data on territorial as well as local market conditions and distribution problems.

Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

S. N. LONG WAREHOUSE
ST. LOUIS, MO.

USE LONG SERVICE
from shipper to market

**COMPACT
COMPLETE
COMPETENT**



In the Heart of St. Louis Industrial and Wholesale Districts



Compare the FACTS of our service point by point with those of any other warehouse before you buy warehousing service in St. Louis.

Warehouse facilities, switching, location, protection, special space, cleanliness, switchboard, order dept., stock control, and a dozen other features are the reasons for our reputation and growth - - -

"Service That Excels"
Send for complete folder

ST. LOUIS TERMINAL WAREHOUSE CO.



GENERAL OFFICES
826 CLARK AVE.
ST. LOUIS, MO.
MAIN 4927

NEW YORK OFFICE
250 PARK AVENUE
PLAZA 3-1235

CHICAGO OFFICE
53 W. JACKSON
HARRISON 1496



Tyler Warehouse & Cold Storage Co. Merchandise and Cold Storage

Unexcelled service at lower rates

Pool Car Distribution and Forwarding

200 Dickson St.

St. Louis, Mo.

Member of A.W.A.—Mo.W.A.—St.L.M.W.A.

SEDALIA, MO.

Owner Manager Responsibility

MIDDLETON STORAGE

118 N. Lamine St. Phone 946 Sedalia, Missouri



Household Goods and Commercial
Storing, Moving, Crating, Packing
and Shipping.

Local and Long Distance Hauling
Pool Car Distribution Private Switch



SPRINGFIELD, MO.

GENERAL WAREHOUSE CORPORATION

601 N. National Ave., Springfield, Missouri
Phone 236



Merchandise and Household Goods
Storage and Distribution
100,000 square feet, sprinklered
Pool Car Distributors

Agent for Greyvan Lines, Inc., member Mo.W.A.

HASTINGS, NEBR.

MEMBER

1876

1943



BORLEY'S
Storage & Transfer Co., Inc.
Pool Car Distribution
FIREPROOF BONDED
STORED OR SHIPPED

LINCOLN, NEBR.

1889 54 Years of Continuous Service 1943

Merchandise and Household Storage—Pool Car Distribution
We operate Thirty Trucks and have connections to all points in the State.
Our buildings are clean, both Fire and Non-Fireproof, located on the lines
of the C. B. & Q.—Mo. Pacific and Union Pacific with all other lines entering
either city, absorbing switching.
We are Bonded by the State—Our Rates are reasonable. We solicit your business
and guarantee satisfaction. Investigation invited.

SULLIVANS

Transfer & Storage Co. Grand Island Storage Co.
Lincoln, Neb. Grand Island, Neb.
301 N. 8th Street 111 W 4th Street

OMAHA, NEB.

FORD

STORAGE & MOVING COMPANY

1024 Dodge Street Omaha, Nebraska
Omaha's most modern, centrally located warehouse. Fireproof construction—Fully
sprinklered—Low Insurance. Sidings on I.C. R.R. and U.P. R.R. U.S. Customs
Bond. General Merchandise—Cooler Storage—Household Goods Storage. Also oper-
ate modern facilities in Council Bluffs, Iowa. Our own fleet of trucks for quick
deliveries.

Member of N.F.W.A. and A.W.A.

Represented by ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PH. 8-0060 1525 NEWBERRY AVE. MONSIEUR

OMAHA, NEB.

Member: American Chain of Warehouses, Inc.

KNOWLES STORAGE CO.

901-911 Davenport St.

MERCHANDISE — HOUSEHOLD GOODS
Complete Warehousing and Distribution Service.
Fireproof Building . . . Trackage . . . Motor Trucks

Obituary . . .

(Continued from page 40)

that city. Mr. Sauer founded the transit company in 1926 with C. J. Williams. He was a lifelong Milwaukee resident and a member of the Milwaukee lodge of Elks. (WTNB.)

Phillip R. Zahn, 42, traffic manager for the Felber Biscuit Co., Columbus, Ohio, died March 28, having been with the firm for 22 years. (Kline.)

Murray E. Cuykendall, general manager, Metropolitan Warehouse, Inc., Wichita, Kan., died April 10 at a local hospital following a short illness. He was a member of the American Warehousemen's Assn., the Wichita Warehouse and Transfermen's Assn., and, prior to his connection with the Metropolitan, was associated for several years as general manager of the Brokers Office & Warehouse Co. of Wichita.

Wm. Albert Warner, 63, secretary and assistant general manager, Dixie Cotton Warehouse and Storage Co., Huntsville, Ala., died March 17 at Huntsville Hospital.

George Bruce Holman, 76, founder and president, George B. Holman & Co., Rutherford and Hackensack, N. J., warehouse and trucking concern, died at his home in Rutherford. Born at Old Lyme, Conn., Mr. Holman attended public schools in New York and Rutherford, to which he moved in 1875. Mr. Holman established an upholstery shop in Glen road, Rutherford, June 22, 1885. The business expanded to include rug cleaning, warehousing and a van service. The present warehouse and offices were built in 1911 after lightning destroyed an earlier building. In 1923 the company built a second warehouse in Hackensack. The concern is affiliated with Allied Van Lines to provide cross-country service. Mr. Holman was a member of Boiling Springs Masonic Lodge in Rutherford, a charter member of the American Warehousemen's Assn., a member of the New Jersey Warehousemen's Assn., New Jersey Motor Truck Club, American Motor Truck Assn., Van Owners' Assn. of New York City and New Jersey Furniture Warehousemen's Assn.

Roy Dudley Pope, 32, former traffic man and inventor of a new parachute device for lowering men and cargo by means of a delayed-action automatic opening, was killed while demonstrating in a voluntary test-jump before naval officials at Seattle. Originally from Boise, Idaho, he was an instructor at Edison Vocational School, Seattle, as well as chief parachute inspector at the Naval Station there. He had developed his device to permit ready delivery of men, supplies, and equipment over enemy territory with a minimum risk of detection. His device was designed to allow dropping of loads from altitudes 12,000 ft. and up, in such a way as to allow them to descend in a straight line to the ground, the fall being broken by an automatic parachute opening when about 2,000 ft. from the ground. He was a graduate of St. Joseph's Catholic School for Boys, Boise, and was formerly employed by Jensen Grave Co. and Nagel's Beverage Co., of Boise. (Branson.)

J. E. Cushing Will Direct S.F.'s WSA Office

Shipping men here look for increased shipping activity out of Pacific Coast ports to the South Seas as a result of the appointment of J. E. Cushing, assistant deputy administrator, War Shipping Board, Washington, D. C., to assume direct charge of shipping operations in the Pacific area.

Mr. Cushing, president, American-Hawaiian Steamship Company, left San Francisco last June to assume his duties with WSA. His successor in Washington has not yet been named, but it is assumed that William N. Westerlund, at present director of the division of ship requirements, may step into the position. (Gidlow.)

For Shippers' Convenience, States, Cities and Firms are Arranged Alphabetically



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

GORDON

Storage
Warehouse, Inc.
Merchandise and Household Goods

Four modern, sprinklered warehouses, located on tracks. We handle pool cars, merchandise and household goods. Trucking service. Let us act as your Omaha Branch.

Main Office, 702-12 So. 10th St., OMAHA, NEBR.

Member: A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

OMAHA, NEB.

802-812 Leavenworth Street

MOREWOOD WAREHOUSE

Exclusive Merchandise
Complete Distribution—Storage Facilities

MANCHESTER, N. H.

Make Our Warehouse Your Branch Office for Complete Service in New Hampshire

NASHUA, N. H.

McLANE & TAYLOR

CONCORD, N. H.

Bonded Storage Warehouses

Offices 624 Willow St.

General Merchandise Storage & Distribution, Household Goods, Storage, Cold Storage, Unexcelled Facilities. Pool Car Distribution

Direct R. R. Siding, Boston & Maine R. R.

NASHUA, N. H.

Manchester, N. H. — Concord, N. H.



JOHN W. McLAUGHLIN

Bonded Fireproof Storage

OFFICE — 9 OTTERSON ST. — WAREHOUSE

Household Goods & Fur Storage

Moving—Packing—Shipping—Rigging

JERSEY CITY, N.J.

On the Hudson River Directly Opposite New York City

HARBORSIDE WAREHOUSE COMPANY, Inc.

Tel. Bergen 4-6000

R. B. M. Burke, V. P.

Jos. H. Sauter, G. M.

John J. Mahoney, T. M.

Thirty-four Exchange Place

Established 1933

Executive and Sales

Office: 66 Hudson St.

New York, New York

Phone: Barclay 7-6600

FACILITIES—3 units—fireproof, brick, and concrete. Private siding, Penna. R.R. connecting with all roads entering city. Merchandise Stge.—mfg. and office space 1,650,000 sq. ft.; sprinkler; automatic fire alarm; ins. rate .099; rail siding—20-car capacity; platform capacity —40 trucks. Cold Stge.—coolers 1,608,000 cu. ft.—freezers 1,182,000 cu. ft.—total 2,790,000 cu. ft., convertible; automatic fire alarm; ins. rate .06; brine refrigerator system; temp. range 0 to 50° F.; cooler room ventilation; humidity control; 20-truck platform; rail siding 16-car capacity. Water Dock Facilities—waterfront dock 600 ft.; draft min. 21 ft.; also pier berth 600 ft.; bulkhead draft 25-30 ft.

SERVICE FEATURES—Free lighterage, pool car distribution. Rental of office space. Storage-in-transit. All perishable products accepted for cold storage. Free switching on certain perishable products. Bonded space available. American Export Line steamers dock at piers adjacent to warehouse. Consign rail shipments to storer c/o Harborside Warehouse Co., Jersey City, Pennsylvania R.R., Henderson Street Station D17. ASSNS.—A.W.A. (Cold Stge. Div.); W. A. Port of N. Y.; Mar. Assoc.; N. Y. Mer. Exch.; Com. & Ind. Assoc. N. Y.; Jersey City C. of C.

NEWARK, N. J.

MEMBER: N.J.F.W.A. and N.F.W.A.

PACKING!

MOVING!

STORAGE!

—dependable since 1860—

KNICKERBOCKER

STORAGE WAREHOUSE COMPANY

96 to 106 ARLINGTON STREET

Wm. R. Mulligan, Pres.

74 to 76 SHIPMAN STREET

James E. Mulligan, Sec'y and Mgr.

D and W, May, 1943—77

AMERICAN WAREHOUSEMEN'S ASSOCIATION
**"KEEP UP WITH THE MODERN DAY
 . . . DISTRIBUTE THE LEHIGH WAY"**



"LEHIGH WAREHOUSE offers an all-inclusive responsibility for complete distribution within this vast industrial area of 26,000,000 people. Twenty years serving the largest nationally known manufacturers proves a sound, progressive organization of distribution specialists."

FACILITIES

NEWARK—MAIN OFFICE—98-108 FRELINGHUYSEN AVE.—250,000 sq. ft. Fireproof reinforced concrete and steel const. Floor load, 250 lbs. Sprinkler sys.; A.D.T.; Watchman; Ins. rate, 6.4c. Siding on Lehigh Valley; and switching to and from Penn. R.R. Cap., 16 cars. Sheltered motor plat.; Cap., 20 trucks.

ELIZABETH—BRANCH—829 NEWARK AVE.—1,000,000 sq. ft. Fireproof, reinforced concrete const. Floor load, 250 lbs. Sprinkler sys.; local alarm sys.; Watchmen; Ins. rate, 8¢ up to 16.7c. Siding on Penn. R.R. Cap. 30 cars. Sheltered motor plat.; Cap., 30 trucks.

SERVICE FEATURES—Bonded; Licensed. U.S. Whs. Act.; U.S. Int. Rev.; U.S. Cust.; State. All employees bonded. Pool car distributors. Motor terminal and transport service; Company operated fleet of motor trucks covering the Metropolitan area with a regular delivery service; Licensed and bonded trucks maintained to transport liquor and imported merchandise. Special trucks and crews for delivery and installation of electric refrigerators, washing machines, etc.

Established 1919

President
 President

LEHIGH WAREHOUSE
 AND TRANSPORTATION CO., INC.

NEWARK, N. J.

Member of N.J.M.W.A.

Newark Central Warehouse Co.

General Offices: 110 Edison Place, Newark, N. J.

In the heart of Newark—serving New Jersey and the entire Metropolitan Area. Sprinklered—low insurance rates. Central R.R. of N. J. 30 car siding. 25 motor truck delivery platform. Motor Freight Terminal. Merchandise automobile storage—branch office facilities.

POOL CAR DISTRIBUTION

Represented by
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Specializing in Textile Warehousing

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General Merchandise Storage and Distribution for Northern New Jersey

Specializing in the distribution of canned merchandise to wholesale grocers

Pool Car Distribution—R. R. Siding D., L. & W. R. R.

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SPRINGER TRANSFER COMPANY
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Operating the Only Fireproof Storage Warehouse in New Mexico

Complete and efficient service in distribution, delivery or storage of general merchandise or furniture.

Member of N.F.W.A.—A.W.A.

**All Shipbuilding Records
 Broken in '42, Report States**

The United States shipbuilding industry has broken every word record for volume shipbuilding, according to the Maritime Commission's annual report recently issued. And the industry has not only fulfilled the 1942 mandate of President Roosevelt for eight million tons of shipping, but has exceeded the presidential directive by a considerable amount, the report said.

Meantime, American shipbuilding gives promise that it will be able to more than double, before the end of 1943, its record of more than eight million deadweight tons up to December 31, 1942. Subsequent to the report, the Maritime Commission has announced that the shipbuilding goal for 1943 has been currently set at nearly 19,000,000 deadweight tons, and adds that this can be stepped up to 20,000,000 deadweight tons, the present shipyard capacity, if materials and supplies are available.

The report covers the various activities of the Commission for the 12-month period ending June 30, 1942. It also includes a statement of shipbuilding activities from June 30 to December 31, 1942.

**War Production Speeded
 By New Cargo-Plane Service**

With Lieut. Gen. Wm. S. Knudsen, chief of U. S. military production, participating, the Douglas Aircraft Corp.'s air port at its new Chicago assembly plant was officially dedicated March 30, as the first giant Douglas C-54 Skymaster cargo ship landed with a shipment of plane parts from the Pacific Coast. Roomy doors in the huge ship swung open, and workmen rushed forward to remove the goods from a hold as large as a railroad car. The material was hustled to assembly lines in the vast establishment that stands where only truck gardens existed eight months ago. The initial flight inaugurated the air shipment of Douglas engine parts to Chicago and gave a preview of the air cargo age of the near future. (Slawson)

**New Orleans-Guatemala City
 Service to Open Soon**

The opening of a new air route, planned shortly by Pan American Airways System from New Orleans to Guatemala City, will enable Chicagoans to get to the Canal Zone in 21 hours it is said. At Guatemala City connections will be made with the entire P. A. A. network of Latin American air routes, thus providing the first high-speed direct shortcut between the 19 Mississippi and Ohio valley states and 20 Latin American republics. The new route will be flown by 200-m.p.h., 22-ton, 4-engine planes, seating 30 passengers. Flying time from New Orleans to Guatemala City will be six hours. (Slawson)

**Stronger Lights Designed
 For Airport Runways**

New airport runway lights, designed to keep pace with the trend toward larger and heavier aircraft, have been placed in production by the Westinghouse Electric & Manufacturing Co. I. A. Yost, manager of engineering, said the new lamp would remain intact under a dead weight of 50 tons.

● A new high-octane airplane gas, which may mean that "Berlin-bound bombers can carry an increased load of about two or three tons of bombs out of every 10 tons carried," has been developed by the Socony-Vacuum Oil Co. The new gas is reported to add about 15 per cent to the maximum mileage now obtainable and to materially increase motor power.

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Main office: 1 Dean Street

Storage for every need. Pool cars a specialty. Available storage space for rent if desired. Direct track connections with all railroads running into Albany.

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Central Warehouse Corporation
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 DISTRIBUTION**

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 FIREPROOF WAREHOUSES
 OFFICES, 11 PRUYN ST.

HOUSEHOLD GOODS — STORAGE AND SHIPPING.
 FLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS
 POOL CAR DISTRIBUTION OF MERCHANDISE
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 Collections promptly remitted

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 ABSOLUTELY FIREPROOF WAREHOUSES

GENERAL MERCHANDISE STORAGE

Specializing in Food Products

 Offices: 390-398 Nostrand Avenue, Brooklyn, N. Y.
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Warehousing and Distribution

- Reinforced Concrete Buildings
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- Insurance 5¢. Base Rate
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**LEHIGH WAREHOUSE &
 TRANSPORTATION COMPANY, INC.**

Albert B. Drake, President

Established 1919

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184-198 Kent Avenue, Brooklyn, N. Y.
 250,000 square feet reinforced concrete and steel construction. Floor load 250 lbs.
 Sprinkler system. A.L.T. Watchman. Insurance rate 7.2¢. Private siding
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TERMINALSINTERIOR WAREHOUSES
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100 CAR SIDINGS

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Served by Great Lakes Transit Corp. Steamers,
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 Capacity 50 cars daily. Pool car distribution.

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Let us care for your needs in Buffalo

LARKIN WAREHOUSE INC.

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 Specializes in handling pool cars.
 No cartage on railroad shipments
Lowest Insurance
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general merchandise

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TERMINALS**

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Fireproof Warehouses



Moving, Packing, Storing and Shipping of Household Goods and Office
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Pool cars distributed. Our warehouses, brick and steel construc-
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siding five cars N.Y.C. R.R. Storage in transit
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Dunham & Reid Inc.

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Goods and Art objects is attended to on a basis of quality.
Dunham & Reid Service surrounds the shipper at all times
with a greater margin of Safety and Security. Low insur-
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Est. 1900

Stipulated Chemical Warehouses
Merchandise Storage & Pool Car Distribution
Consign Shipments via any railroad

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Boa Constrictors Offered To Pacific Coast Warehousemen

To control the rat problem, a Mexican rice and flax grower has offered warehouse operators some live boa constrictors for use in San Francisco bay area warehouses. The Mexican is Jorge Parada, who keeps warehouses for his rice and flax at Ciudad Obregon, Sonora, Mexico.

Don Jorge, a good friend of Berkeley Police Judge Oliver Youngs, flies back and forth between his town and the San Francisco bay area. On one of his visits, he learned that warehousemen in San Francisco, as in Mexico, are troubled with rats. When he got home he decided to be a good neighbor and offer some friendly counsel to warehousemen, in a letter to his friend the Judge. Judge Youngs passed along the advice to warehousemen and the local press. The letter reads:

"It is the custom of my country to place live boa constrictors in almost all of the large warehouses to eliminate the rats. They are much more efficient than cats because they wind themselves through the hundreds of sacks and even down into the rat holes.

"These boa constrictors are not half bad family pets and usually are of a size of from one to three yards in length, depending upon their age. They average about the thickness of a man's arm; if they are young, a young man's arm and if they are older, a big man's arm.

"Sometimes we use both cats and boas but this is not so satisfactory because if the snakes run out of rats, they swallow the cats.

"The boas are not used on the plantations for the reason that the women of Mexico are no more favorably impressed with a boa than an American woman would be. In spite of the fact that Mexico is a man's world, the women still control the situation." (Gidlow).

● Trans-Canada Air Lines plans a shorter route for its trans-continental service in Canada, the new route to be over Lakes Huron and Superior instead of to the north of these inland seas.

● Utah Ice and Storage Co. was recently granted a building permit to erect a pea-processing plant in Ogden, Utah. The plant is to be used for the quick-freezing of peas, it is stated. (Branson).

For Shippers' Convenience, States, Cities and Firms are Arranged Alphabetically

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2 Warehouses, brick & concrete construction
Pool Car Distribution—Commercial—
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Member of N.A.W.A.—N.Y.S.W.A.—U.N.Y.W.A.

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GENERAL STORAGE WAREHOUSES

15-17-19 WORTH ST.

Merchandise Distribution

LOUIS MAURO

Bonded Truckmen and Forwarders

Phone Walker 5-9353



AMERICAN WAREHOUSEMEN'S ASSOCIATION

LACKAWANNA WAREHOUSE COMPANY, INC.

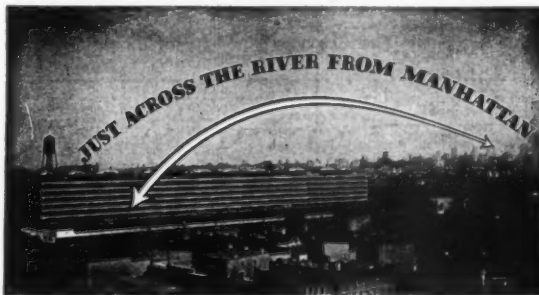
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(Two blocks from tunnel plaza)

Over 1,000,000 sq. ft. of light, well ventilated space carrying a 6¢ insurance rate. Over 1000 ft. of truck platform served by 24 modern freight elevators and a fleet of high speed electric trucks.

Sheltered D.L.&W. R.R. siding accommodates over 50 cars. Present day distribution demands can only be met thru such ideal facilities as are here provided.

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GENERAL MERCHANDISE STORAGE

EASY ACCESSIBILITY QUICK HANDLING
EXCELLENT LOADING FACILITIES NEW YORK'S LARGEST TRUCK SCALE
TWO MODERN FIREPROOF WAREHOUSES
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Street
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D and W, May, 1943—81

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NEW YORK, N. Y.

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Warehouse.**

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IN THE VERY CENTER OF NEW YORK CITY

Adjacent to All Piers, Jobbing Centers
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Unusual facilities and unlimited experience in forward-
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3,000,000 Cubic Feet—Pool Car Distribution

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130,000 Sq. Ft. Fireproof Storage

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Side midtown skyline, the STARRETT-LEHIGH BUILDING
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- Lehigh Valley R. R. freight terminal on street level;
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units may be leased
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Telephone: CHickering 4-5520

WPB Studies Use of Ore Ships For Canadian Grain Imports

The War Production Board has agreed to reappraise
its Great Lakes ore movement program to determine
whether vessel space can be made available for import
of 10,000,000 to 100,000,000 bu. of Canadian grain for
feeding purposes.

While some government groups here scouted the
ability of Eastern lakes terminals to handle this amount
of grain and of Eastern areas to consume it, Depart-
ment of Agriculture insisted the facilities and demand
are there.

No conversations have been opened with the Austra-
lian government for shipment of wheat from that con-
tinent for feed in deficit corn areas, it was confirmed.
These negotiations will depend on the extent to which
WPB can open transport on the lakes for Canadian
grain.

San Francisco Wants Barges To Meet Harvest Needs

Repeated pleas are being addressed to E. R. Holz-
born, assistant director, Defense Transportation, divi-
sions of inland water, coastwise and intercoastal trans-
portation, to formulate a plan of action that will enable
the Port of San Francisco to get the tugs and barges
it needs to handle wartime materials and supplies be-
tween inland points (Stockton and Sacramento) and
San Francisco.

Private studies made by rail men, as well as in-
vestigations by the California Railroad Commission
and a survey by the Bay Area Maritime Committee,
showed a great need for barges and tugs to relieve
rail lines. (Gidlow.)

OSWEGO, N. Y.

FRUITS
VEGETABLES
CONDENSED MILK
WHOLE AND SKIM
POWDERED MILK
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EGGS
BEER
BUTTER
CORRUGATED
CARTONS
COCOA BEANS
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Modern up to the minute DRY, COLD and Sharp Freezer facilities with ventilation and humidity control. Temperature Range for COLD and Sharp Freezer facilities 15 to 35° above. Storage-in-transit privileges.

All Fireproof buildings—Very low insurance rates. 60 car private siding—Free switching—U. S. Warehouse Act—Bonded. Member of N.Y.S.R.—A.W.Acs.

H. B. Lasky, Treas. and Mgr.

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Storage Warehouse

Main St., East at Circle St.

General Merchandise Storage, Distribution

Household Goods Storage, Shipping

Pool Cars Distributed and Reshipped

Direct R. R. Siding N. Y. Central

In the Center of Rochester

SCHENECTADY, N. Y.
**Schenectady Storage and Trucking
McCormack Highway
Transportation**

Offices: 151 Erie Blvd.

General Merchandise Storage and Distribution
Pool Car Distribution Household Goods
Storage and Moving Long Distance Trucking

SYRACUSE, N. Y.**GREAT NORTHERN WAREHOUSES, INC.**

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MERCHANDISE STORAGE and DISTRIBUTION

2 PRIVATE RAIL SIDINGS

DAILY, STORE-DOOR, MOTOR FREIGHT SERVICE TO ALL NEW YORK STATE POINTS

Members: American Chain of Warehouses — MAYWA

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DISTRIBUTION
MOTOR FREIGHT LINES
PRIVATE RAIL SIDINGS

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STORAGE WAREHOUSE, INC.

SINCE 1897

COMPLETE MERCHANDISE AND HOUSEHOLD GOODS STORAGE SERVICES

Represented by
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Service

General Merchandise — Cold Storage

Heated Storage

Private Siding and Motor Freight Terminal

Daily Trucking Service to all
Points in New York State**UTICA, N. Y.**

Established 1916

UTICA WAREHOUSE CO., INC.

Box 276

Utica, N. Y.

MERCHANDISE STORAGE

Specializing in Cotton, Cotton Waste, Textiles, Alkalies,
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houses on D.L.&W. and N.Y.C. Private siding. Sprin-
kled throughout. Pool car distribution. Motor service.

WHITE PLAINS, N. Y.**J. H. EVANS & SONS, INC.**

Office & Warehouse: 107-121 Brookfield St.

Household Goods Moving, Storage, Packing, Shipping

Prompt service for any point in Westchester County

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MERCHANDISE STORAGE ONLY. POOL CARS DISTRIBUTED.
MOTOR TRUCK SERVICE LOCAL AND DISTANCE. PRIVATE
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Bonded fireproof storage.

Household goods and merchandise.

Pool cars handled promptly. Motor Service.

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All buildings fully fireproof construction

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11 WEST 42ND ST. PH. 6-0067 (333 NEWBURY AVE. MOH335)**Ore Shipments Under Way—
Year's Goal, 95,000,000 Tons**

The 1943 iron ore shipping season, with a goal of 95,000,000 tons of ore, got under way April 5, when the L. E. Block and the P. B. Block of the fleet of the Inland Steel Co. left Escanaba, Mich., for Indiana Harbor and Chicago steel plants. Because large blocks of ice were floating in the inner harbor, the vessels were escorted by the tug John Roen III. (Kline.)

**Cole Heads Kansas City
Warehousemen's Assn.**

Officers elected at the annual meeting of the Kansas City Warehousemen's Assn., Kansas City, Mo., are as follows: Frank M. Cole, Radial Warehouse Co., president; L. J. Canfield, Inter-State Moving & Storage Co., secretary and treasurer; H. L. Trask, U. S. Cold Storage Co.; J. H. Perky, Perky Bros. Transfer & Storage Co.; O. S. Anderson, Adama Transfer & Storage Co., vice-presidents. New directors include: C. C. Daniel, Jr., Central Storage Co.; A. V. Cresto, Federal Van & Storage Co., and R. F. Wallace, Crooks Terminal Warehouse Co.

● Pacific and Atlantic Shippers Assn., Inc., has opened new offices at 800 Drexel Bldg., 5th and Chestnut Sts., Philadelphia. Louis Wright, manager, has appointed Leonard T. Switzer general freight agent for the company. Mr. Switzer was formerly freight agent for the McCormick Steamship Lines. (Dash).

● Cleveland Tankers, Inc., Cleveland, O., has bought the 366-foot whaleback South Park from the Nicholson Universal Steamship Co. of Detroit. The South Park recently had 179 damaged bottom plates replaced at the yards of the Manitowoc Shipbuilding Co., Manitowoc, Wis., after running ashore last November in a storm at Manistique, Mich. It is reported the new owners plan to convert the South Park into an oil tanker.

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MOST CENTRAL WAREHOUSE—3 BLOCKS OF
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POOL CAR DISTRIBUTION

PRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES

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370 West Broad St.

Complete service for
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Centrally Located—Modern Facilities
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Modern warehouse for merchandise—Low
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Est. 1904

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Wright Service to Meet Your
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Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every
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Motor Freight Service—Door to door delivery
at Dayton, Springfield and Columbus daily.

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400—CARS DRYPRIVATE SIDINGS
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Sprinklered Buildings—200,000 square feet Dry Storage—70,000 cubic feet Cool Storage—Private Sidings—Nickel Plate Road, New York Central—Free Switching, Merchandise Storage—Pool Car—Distribution—Negotiable Receipts—Transit Storage Privileges—Low Insurance Rate—City Delivery System.

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Merchandise Storage—Pool Car Distribution

Located in Center of Tulsa Wholesale District

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Pittsburgh Parked Trailer Fatality Ruled Accidental

Coroner's jury held April 8 in Pittsburgh, Pa., that a collision, involving a parked trailer truck and an automobile, on the night of Feb. 25, and in which three youths in the passenger car were killed, was accidental.

The trailer truck having no lights, it was alleged, and owned by Schreiber Trucking Co., of Pittsburgh, was parked on Washington Boulevard. "The truck was absolutely covered with mud," according to testimony offered by traffic inspector, Al Florig. "It was impossible to see it 15 or 20 ft. away," he said.

A manslaughter charge against the trailer-truck driver brought in at first by the jury was returned to the jury by Coroner Wm. D. McClelland for reconsideration. Coroner McClelland explained the trailer-truck driver at the time of the accident was in McKeesport, Pa., 12 miles away. He could not be held for manslaughter without also holding the youth driving the passenger car, it was stated.

"If the jury had recommended manslaughter for both," Coroner McClelland explained, "it would have been good judgment. The law says that the driver of a car must be able to stop within the range of his own headlights." (Leffingwell)

Greater Efficiency Needed To Release Box Cars

Failure to unload cars by consignees either will bring upon increased demurrage penalties or embargoes, according to members of the car efficiency committees of various Regional Advisory Boards.

Military movements, equipment, machinery, etc., have made the freight-car situation very tight. It is necessary to return hopper and gondola cars promptly. There is a heavy demand for box cars because western grain movement in high-grade western box cars is being forced to the west, it is said.

On the whole the shipping situation is going to become more difficult, it is believed. All consignees are going to have to unload and load cars more promptly than ever before, because the railroads will not receive additional box cars, and the bad-order situation has been squeezed down so that now it will not act as a cushion. Ore shipping problems are said to be enormous: 90-some million tons of ore to be moved by boat. Up-lake program on coal is heavy and is tied in with the ore movement. Steel is working 100 per cent. Mines are operating on a six-day basis, which is an additional burden on shipping.

The real transportation epic is the movement on schedule of between 800,000 and 900,000 barrels of oil daily from the southwest to eastern states in railroad and tank cars. That the record-breaking transportation of oil is being maintained, day-after-day, week-after-week, month-after-month, is one of the transportation marvels of the age. (Leffingwell)

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HOLMAN TRANSFER COMPANY
STORAGE DISTRIBUTION

SINCE 1864

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A.W.A.—O.S.W.A.

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MERCHANDISE STORAGE &
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Northwestern Transfer Co.
General Forwarding Agents

SPECIAL ATTENTION GIVEN TO POOL CARS
Our private siding is served by all railroads

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Estab. 1888



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Lowest Insurance Rates—Sprinkler Equipped
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Complete Facilities for Storage and Distribution
of All Commodities

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MEMBER



Only Large Fire-Retardant Warehouse in
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HARRISBURG, PA.

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Pool Car & Delivery Service

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Est. 1915

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Storage in Transit Pool Car Distribution
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Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.



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LANCASTER STORAGE CO.

LANCASTER, PA.

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Member of May.W.A.

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Storage, moving and distribution of household goods and merchandise

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Fidelity—20th Century Storage Warehouses

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Bus type vans for speedy delivery anywhere. We distribute
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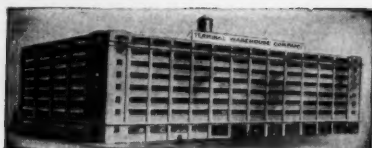
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Storage, Packing and Shipping

Member of National Furniture Warehousemen's Ass'n.

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Warehousing is indispensable . . .

See article by F. T. Leahy on page 35

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17th AND SMALLMAN STS.
13th AND SMALLMAN STS.

QUARTER MILLION FEET OF SPACE

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STORAGE IN TRANSIT
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COMPLETE TRUCKING FACILITIES
PRR SIDINGS

Also operators of
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Established 1918

WHITE TERMINAL COMPANY

13th AND SMALLMAN STS.

California Defense Council Acts to Prevent Crop Loss

The California State Council of Defense has requested the 247 branch councils distributed throughout the state to cooperate in a plan to assure efficient movement of the season's fruit and vegetable crops from farms and orchards to the canneries and markets by collaborating in the formation of volunteer truck pools.

County and city defense councils have been advised in a communication from the State Council that truck pools are essential to prevent serious loss of crops, and that the transportation committees of the city and county defense councils constitute the best channel through which voluntary trucking facilities could be marshalled to meet transportation shortages.

The State Council also requested city and county councils to assist in compiling a transportation survey, ascertain anticipated crop movement problems and estimate trucking shortages in their areas. It was suggested that local councils call meetings of truck owners and drivers to establish voluntary truck pools wherever shortages are found. (Herr)

● Canada has a demurrage penalty on avoidable delay in refrigerated railroad car movement in order to "keep 'em rolling." Its application may be extended to all rail rolling stock if the emergency grows more acute, it is said. (Cooke)

● Ace Warehouse Co., 417 W. Ohio St., Chicago, has leased 80,000 sq. ft. of space in an industrial property at 25th and Rockwell Sts., which will be used to meet expanded requirements for storage space. (Slawson).

SCRANTON, PA.

R. F. POST

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HOUSEHOLD STORAGE POOL CARS
MERCHANDISE STORAGE PACKING
LOCAL AND LONG DISTANCE MOVING
PRIVATE SIDING, D. L. & W. R. R.

SCRANTON, PA.

THE QUACKENBUSH WAREHOUSE CO.

219 VINE STREET

MERCHANDISE AND HOUSEHOLD GOODS
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D. L. & W. and D. & H. Sidings

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230 W. Budd St., Sharon, Pa.

Cold Storage—Merchandise—Household Goods
2 Warehouses with private sidings on Erie & P RR's
reciprocal switching. Loans on Stored Commodities.
Cold Storage for furs—Cold storage lockers—Quick Freeze
space.

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KEYSTONE TRANSFER CO.

CORNER BEESON BLVD. & PENN ST.

HOUSEHOLD GOODS PACKED, SHIPPED, STORED
LONG DISTANCE MOVING

Private Siding B. & O. R.R.

WILKES-BARRE, PA.

WILKES-BARRE STORAGE CO.

General Storage and Distribution

Prompt and Efficient Service

12 Car Track Located on Lehigh Valley RR. Switches
Storage-in-Transit and Pool Cars

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WILLIAMSPORT STORAGE CO.

FIREPROOF BUILDING—416 FRANKLIN STREET

P. R. R. SIDING

MERCHANDISE STORAGE AND DISTRIBUTION

HOUSEHOLD GOODS—DRAYAGE

IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

PROVIDENCE, R. I.

CADY MOVING & STORAGE CO.

80-90 Dudley St.

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Storage, Moving, Shipping

Fleet of Long Distance Moving Vans

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PROVIDENCE, R. I.

Terminal Warehouse Company of R. I., Inc.

storage all kinds of General Merchandise, Pool Car
Distribution. Lowest Insurance.

Trackage facilities 50 cars. Dockage facilities on
deep water.

Shipping directions South Providence, R. I.

SOUTH CAROLINA—SOUTH DAKOTA—TENNESSEE

CHARLESTON, S. C.

Charleston Warehouse and Forwarding Corp.

Merchandise Storage and
Distribution of Pool Cars

Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.
Private Tracks Connecting with All Railroad and Steamship Lines.
Motor Truck Service.

Member of the American Chain of Warehouses, Inc.

COLUMBIA, S. C.

Distribution Center of South Carolina



CAROLINA BONDED STORAGE CO.

Est. 1928

General merchandise and household goods
storage.

Pool Car Distribution. Private rail sidings.
Sprinkler equipped warehouse.



GREENVILLE, S. C.

"The Heart of the Piedmont"

TEXTILE WAREHOUSE CO.

Est. 1928

511-13-15 Rhett St.



GENERAL MERCHANDISE—H.H.C. STORAGE

Pool Car Distribution—Motor Truck Service

Low Insurance Rate

Private Siding

SIOUX FALLS, S. D.

WILSON STORAGE AND TRANSFER CO.

110 NO. REED ST.

Investment
\$350,000

State Bonded

80,000 Sq. Ft.
Floorspace

Fireproof, sprinklered building with private siding on
the C&NW.

Labeling and Sorting. Distribution of Pool Cars. House-
hold Goods Transferred. Refrigerated Truck Service.

Owners and operators of Wilson Forwarding Co.
Members of NFWA—MinnNWA—AWAM
Agent for AVL

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FIREPROOF STORAGE & VAN COMPANY, Inc.

201-211 Randolph St., Knoxville, Tennessee

135,000 square feet on Southern Railway tracks.

Equipped with Automatic Sprinkler

Insurance at 12c. per \$100.00 Household goods shipments
per annum. solicited. Prompt remittances
made.

Pool Cars distributed. MEMBERS American Warehousemen's Ass'n
PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.

S. S. DENT, Owner

General Warehouse Co.

421 So. Main St.

"Good housekeeping, accurate records,
Personal Service"

Located in the center of the Jobbing &
Wholesale District

Sprinklered
Private R. R. siding

Low Insurance
Perfect service



MEMPHIS, TENN.

Benton T. Grills, Sec'y. & Mgr.

NICKEY WAREHOUSES, INC.

"Memphis Most Modern Warehouses"

285-305 West Trigg Ave.

Merchandise Storage & Pool Car Distribution

Local Delivery Service

A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo.
Pac. Private rail siding 9 car spot.

MEMPHIS, TENN.

W. H. DEARING, General Manager

John H. Poston Storage Warehouses

ESTABLISHED 1894

671 to 679 South Main St.

Insurance Rate \$1.20 per \$1,000 per Annum

Distribution a Specialty.

Merchandise storage, dependable service, free switching, Local cartage delivery,
Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler. A.D.T. watchmen.

Metal Tube Mill

Started in Los Angeles

Pacific Tube Co., a newly organized company, started work at Los Angeles late in March on a \$1,750,000 plant in which will be manufactured the first ferrous and alloy metal tubing produced in the western part of the United States.

Capital for the project was supplied by the Defense Plant Corp. and the factory will be operated under lease agreement by Pacific Tube Co. on option to buy the plant at the close of the war.

Because of the military need for a tubing factory in Los Angeles, the War Production Board is reported to have ordered completion within 90 days.

The plant will cut as much as 85 per cent off the time required to make and deliver some 1,400 different sizes and gauges of metal tubing used by Pacific Coast airplane and other war plants.

To meet the construction deadline, Pacific Tube Co. is moving several steel factory buildings from Texas, where they have been idle for some time, and is also shipping used machinery into Los Angeles from various parts of the country.

Output of the Los Angeles plant will include cold drawn seamless tubes of carbon steel and alloy steel in sizes from ½ in. diameter to 4½ in.; and electric welded tubing in all grades, and in sizes from ½ in. to 2 in. in diameter.

Clarence A. Warden, Sr., Philadelphia, Pa., is president of Pacific Tube Co.; Clarence A. Warden, Jr., vice-president and treasurer; E. G. Harmon, executive vice-president; and Paul E. Kelly, secretary and assistant treasurer. (Herr)

Guayule Rubber Produced On Pacific Coast

The Spence Guayule Mill, near Salinas, Cal., was placed in operation March 26, marking the first large-scale production of rubber from guayule in the United States. The mill was placed on a 24-hour-a-day schedule to process guayule grown in the Salinas Valley under government sponsorship and supervision.

Three eight-hour crews of 20 men worked on the milling of the first carload of rubber, which was made ready for shipment to the Rubber Reserve Corp. April 1.

Actual production of rubber from guayule climaxed long controversy and experimentation with the Mexican shrub, which has been grown commercially in Salinas Valley for several years. Rubber produced at the Spence mill is a dried, elastic brown-colored sheet, pressed into 100-lb. blocks. The mill was developed by Dr. David Spence, former vice-president of the Intercontinental Rubber Co. and chairman, technical advisory committee on raw rubber of the WPB.

The United States Forest Service has directed the raising of guayule in the Salinas area and elsewhere in California. Protests against the government's guayule raising project have come from the Associated Farmers, representing agriculturists in five counties in the San Joaquin Valley, who have filed objections to the government's alleged "bureaucratic farming." This stand has been supported by the California State Senate, now in session, which adopted a resolution protesting the government's "invasion" of California farm lands for the cultivation of guayule. (Herr)

MEMPHIS, TENN.

H. K. HOUSTON, Pres. P. D. HOUSTON, V.P.

UNITED WAREHOUSE & TERMINAL CORP.

Warehouse No. 1 Warehouse No. 2
137 E. Calhoun Ave. 138-40 St. Paul Ave.

Memphis, Tennessee

Storage (Mdse.)—Pool Car Distribution—Local delivery service—Office Space.
In the heart of the wholesale district and convenient to Rail, Truck and express
terminals. Eight car railroad siding—(N.C.&ST.L. and L.&N.)—Reciprocal switch-
ing. Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.

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In Dallas It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION

Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 75000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



Since
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BINYON-O'KEEFE
Fireproof Storage Co.
Dallas

Since
1875



Associated with Distribution Service, Inc.

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MERCHANDISE
WAREHOUSE.
RAIL, TRUCK
AND RIVER
TERMINAL.



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ESTABLISHED 1875

**DALLAS TRANSFER AND
TERMINAL WAREHOUSE CO.**

Second Unit Santa Fe
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Modern Fireproof
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Office, Display,
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Warehouse Space



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MERCANTILE AND HOUSEHOLD STORAGE
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Automatic Sprinkler System—Centrally Located

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Nashville Warehousing Co.

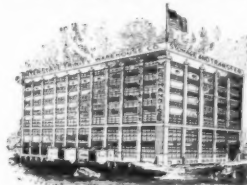
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POOL CAR DISTRIBUTION
FREE SWITCHING—CITY TRUCKING

DALLAS, TEXAS

**INTERSTATE-TRINITY
WAREHOUSE COMPANY**

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Merchandise Storage and
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Household Goods Storage.
Moving & Packing
Long Distance Hauling
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CHICAGO

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Beaumont, Texas



Merchandise and Household Goods
Warehouse, Concrete Construction
30,000 Sq. Ft. Distribution of Pool Cars
Transfer Household Goods
Agent for A.V.L. Member of N.F.W.A.—S.W.&T.A.

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CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE
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Storage Distribution Drayage
MERCHANDISE EXCLUSIVELY

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SPECIALIZING

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SERVING THE GREAT
SOUTHWEST AREA
EVERY ACCOUNT IS
PERSONALLY SUPERVISED
BY THE MANAGEMENT



KOON-McNATT STORAGE & TRANSFER CO.
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CONTRACT OPERATORS FOR ALL RAIL
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Over 10,000,000 Pounds of Freight Handled Monthly
for Dallas Shippers

CORPUS CHRISTI, TEXAS

Robinson Warehouse & Storage Co.

General Offices: 1500 N. Broadway, Corpus Christi
Specialists in

General Merchandise Storage—Pool Car Distribution

Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .
Daily and overnight common carrier Motor Freight Service to Houston, San
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Expert Handling: Inquiries Invited.

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Warehouses—FT. WORTH—DALLAS

TEXAS AND PACIFIC TERMINAL WAREHOUSE CO.

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION

Sprinklered A. D. T. Supervised

Cooler Rooms

Enclosed Parking lot for Customers' Automobiles and Trucks
Member S.W.A. LOW INSURANCE RATES

EL PASO, TEXAS

"Bankers of Merchandise"
"Service With Security"

International Warehouse Co., Inc.

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Lowest Content Insurance Rate
Fireproof Storage of Household Goods, Autos
& Merchandise. State and Customs Bonded
Private Truckage—T. & P. and So. Pac. Rys.
Pool Car Distribution—Motor Truck Service
Incorporated in 1920

Members—S.W.A.—S.W.T.A.—Agent for Allied
Van Lines, Inc.

FORT WORTH, TEXAS

In Fort Worth It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION

Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 90,000 square feet of merchandise & household storage space.

MOVING—STORAGE—PACKING—SHIPPING



Since
1875

BINYON-O'KEEFE
Fireproof Storage Co.
Fort Worth

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Associated with Distribution Service, Inc.

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Agents—ALLIED VAN LINES, INC.

Storage, Cartage, Pool Car Distribution



O. K. Warehouse Co., Inc.

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WAREHOUSES, INC.

Merchandise Storage — Pool Car Distribution
Centrally Located — Lowest Insurance Rate
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

Houston

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FEDERAL WAREHOUSE COMPANY

915 N. San Jacinto St. Houston, Texas

General Merchandise Storage

Pool Car Service

Fireproof Sprinklered Warehouses

Located in the heart of the wholesale district

HOUSTON, TEXAS

Better Warehousing in HOUSTON

We operate a modern low insurance rate warehouse in the center of the wholesale,
jobber, rail and truck terminal district. Most conveniently located for interior
jobbers' trucks; well trained personnel; cooler space.

HOUSTON CENTRAL WAREHOUSE CO.
Commerce and San Jacinto Houston, Texas

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11 WEST 42ND ST. NEW YORK 36, N.Y. 1523 NEWBERRY AVE. MILWAUKEE 3, WIS.

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Houston Terminal Warehouse & Cold Storage Company

General Storage Cold Storage U. S. Custom Bonded

A. D. T. Service Pool Car Distribution

Office Space Display Space Parking Space

Lowest Insurance Rate

New York Representative
Phone Plaza 3-1235

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PATRICK TRANSFER & STORAGE CO.

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen

Shipside and Uptown Warehouses

Operators—Houston Division

Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

Members N. F. W. A.
State and Local Assn.

HOUSTON, TEXAS

SOUTHERN WAREHOUSE CORPORATION

Bonded Warehouse

General Merchandise Storage

Pool Car Service

Sprinklered

Centrally Located

A.D.T. Supervised Ser.

Low Insurance Rate

Private Siding on Southern

Pacific Ry. Co.

4410 Clinton Drive

Houston, Texas

HOUSTON, TEXAS

MERCHANDISE DISTRIBUTION

COMMERCIAL STORAGE—

OFFICE SPACE — PARKING SPACE

T. P. C. STORAGE & TRANSFER CO., INC.

2301 Commerce Ave.

HOUSTON, TEXAS

W. E. FAIN, Owner and Manager
Established 1901

TEXAS WAREHOUSE COMPANY

Forty-two Years

Under Same Continuous Management

MERCHANDISE EXCLUSIVELY

Pool Car Distribution

Sprinklered Throughout

A.D.T. Supervised Service

HOUSTON, TEXAS

Agent for Allied Van Lines, Inc.

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Forwarding and Distributing

MERCHANDISE STORAGE

Warehouses Sprinklered Throughout.

Supervised by A.D.T. Service.

SERVICE THAT COUNTS

HOUSTON, TEXAS

UNIVERSAL TERMINAL WAREHOUSE CO.

Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

— U. S. Customs Bonded —

— Office Space —

New York Representatives:

DISTRIBUTION SERVICE, INC.

2 Broadway

Members A.W.A. and State and Local Associations.

Chicago Representatives:

DISTRIBUTION SERVICE, INC.

219 E. North Water St.

HOUSTON, TEXAS

BENJ. S. HURWITZ, Pres.

WESTHEIMER

Transfer and Storage Co., Inc.

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses

Merchandise & Household Goods Storage—Pool Car Distribution—

Lift Van Service—20 car lengths of truckage.

Agent for Allied Van Lines, Inc.

Members N. F. W. A.

State and Local Assn.

SAN ANTONIO, TEXAS

MERCHANTS

TRANSFER & STORAGE CO.

Complete Storage and Distribution Service

over 50 years of satisfactory service

Member of A.W.A.—N.F.W.A.—S.W.A.

SAN ANTONIO, TEXAS

Muegge-Jenull Warehouse Co.
BONDED FIREPROOF**POOL CAR DISTRIBUTORS
STORAGE AND DRAYAGE***Dependable Service Since 1913*

SAN ANTONIO, TEXAS

**SOUTHERN TRANSFER & STORAGE CO.***Specialists in Merchandise Distribution
FIREPROOF BONDED STORAGE*Represented by ALLIED DISTRIBUTION INC.
NEW YORK 40 WEST 42ND ST. PHON 4-0966 CHICAGO 1525 NEWBERRY AVE. MON.553

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Agent for Allied Van Lines, Inc.

Scobey Fireproof Storage Co.**HOUSEHOLD - MERCHAN-
DISE - COLD STORAGE -
CARTAGE.****DISTRIBUTION
INSURANCE RATE - - - 10c***Members of 4 Leading Associations*

TYLER, TEXAS

Tyler Warehouse and Storage Company*Bonded under the Laws of Texas**General Storage and Distribution from the Center of East
Texas. Specializing in Pool Cars Merchandise.*

OGDEN, UTAH

MEMBER OF A.W.A.

WESTERN GATEWAY STORAGE CO.**GENERAL WAREHOUSING****POOL CAR DISTRIBUTION****MERCHANDISE AND COLD STORAGE****Government May Sponsor
Foreign-Trade Zones**

In its annual report for the fiscal year 1942, transmitted to Congress last month, the Foreign-Trade Zones Board, headed by Secretary of Commerce Jesse Jones, emphasized the postwar value of such facilities in our principal ports and hinted at possible government action to establish such zones if local interests, public or private, "fail to formulate definite plans" immediately after hostilities cease.

The report pointed out that in the New York Foreign-Trade Zone large quantities of miscellaneous foreign merchandise have been accommodated in transit or for subsequent transshipment when possible to various foreign countries. Much of this material was essential to the rational defense program, it was said. As a result, the Federal Government was able to acquire strategic supplies for war purposes which, without the zone, the report stated, might never have reached the United States.

Signed by Secretary Jones, Secretary of War Stimson and Secretary of the Treasury Morgenthau, who constitute the board, the report points out that when the United States entered the war against the Axis powers it quickly became evident that warehouse facilities in principal ports on the Atlantic, Pacific and Gulf coasts were seriously inadequate.

This lack of adequate facilities for handling port traffic, the report said, necessitated embargoes and orders by military and emergency transportation agencies requiring the removal of foreign import and export merchandise to inland areas to provide essential storage facilities for military operations at important ports, thus throwing an additional load on the heavily burdened inland transportation system.

• To take care of its increased volume of storage business and better service the southwest area of Los Angeles, Bekins Van & Storage Co. has purchased the warehouse building at 3625 South Grand Ave., formerly owned by Birch-Smith Storage Co.

The nine-story building has a frontage of 100 ft. and is 100 ft. deep with 90,000 sq. ft. of furniture storage space. The newest Bekins warehouse is of reinforced concrete construction and was built in 1924.

The Bekins building is the 24th to be built or purchased by the company in California.

SALT LAKE CITY, UTAH

Storage—Pool Car Distribution

KEYSER MOVING AND STORAGE CO.**Est. 323 West 2nd South 1910**

72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. I.P. spur with free switching from or to other lines. P-T&D service rail or truck. Systematic delivery service twice daily. 90% Co-ins. rate 19 1/4¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

Member AWA—UW—UWA—AWI

SALT LAKE CITY, UTAH

*"This is the Place"***FOR BETTER SERVICE
SECURITY STORAGE & COMMISSION CO.****230 S. 4TH WEST STREET***Over 37 Years' Experience*

**Merchandise Warehousing - Distribution
Sprinklered Building - Complete Facilities
Lowest Insurance Cost - A.D.T. Watchman Service
Office Accommodations - Display Space**

Represented by American Chain of Warehouses, Inc.

New York 250 Park Ave. Chicago 53 W. Jackson Blvd.

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A W A - U W A**

VIRGINIA

NORFOLK, VA.

HOUSEHOLD	AUTOMOBILE STORAGE	MERCHANDISE
NEW-BELL STORAGE CORPORATION		
NORFOLK, VIRGINIA		
MODERN SPRINKLER EQUIPPED WAREHOUSE		
50,000 SQUARE FEET PRIVATE RAIL SIDING		
Lowest Insurance Rate in Norfolk. Pool Car Distribution		
WE SPECIALIZE IN MERCHANDISE STORAGE AND DISTRIBUTION		
AGENTS AERO MAYFLOWER TRANSIT COMPANY		
Member M.W.A. & S.W.A.		

NORFOLK, VA.

Serving—Va. Beach, Ft. Monroe, Newport News, Williamsburg and Tidewater Virginia.

Security Storage and Van Corp.

530 FRONT STREET

Norfolk's Finest Fireproof Furniture Warehouse

Motor Van & Lift Van Service

Collections — Distribution

Member—NAT'L F.W.A.—ALLIED VAN LINES

NORFOLK, VA.

Established 1892

SOUTHGATE STORAGE COMPANY, Inc.

For economical storage and distribution you will want to know more about our individualized services. Our fireproof warehouses are in the Southgate Terminal, on the waterfront and in the center of Norfolk's wholesale district. Served by all rail, water and motor lines.

MEMBER:
A.C.W.
S.W.A.
U.S.C. & O.

Write for Booklet— "7 POINT DISTRIBUTION"

RICHMOND, VA.

64 Years of Uninterrupted and Expert Service

BROOKS TRANSFER AND STORAGE CO., Inc.

1224 W. Broad Street, Richmond, Va.

Three Fireproof Storage Warehouses—810,000 Cubic Feet Floor Space—Automatic Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and Shipping of Household Goods—Private Railroad Siding—Pool Car Distribution—Motor Van Service to All States—Freight Truck Line.

Member of N. F. W. A.—A. V. L.—A. T. A.

RICHMOND, VA.

THE W. FRED. RICHARDSON

Security Storage Corporation

PACKING FOR SHIPMENT

Local and Long Distance Movements

ESTABLISHED 1897

Agent for Allied Van Lines, Inc.

STORAGE
HOUSEHOLD
GOODS
OBJECTS OF ART
FURS - RUGS
VALUABLES

RICHMOND, VA.

160,000 Sq. Ft. Space

VIRGINIA BONDED WAREHOUSE CORPORATION

ESTABLISHED 1908 1700 E. CARY ST.

U. S. BONDED & PUBLIC WAREHOUSES

MERCHANDISE STORAGE & DISTRIBUTION

INSURANCE RATES 20c PER \$100 PER YEAR

Member A.W.A.

BUILDINGS SPRINKLERED

ROANOKE, VA.

H. L. LAWSON & SON

Finance and Storage

Pool Car Distributors

General Merchandise Storage

421-25 EAST CAMPBELL AVE.

ROANOKE, VIRGINIA

ROANOKE, VA.

ROANOKE PUBLIC WAREHOUSE

Capacity 500 Cars

Private Railroad Siding

Automatic Sprinkler

Accurate Accounting

We make a Specialty of Storage and Pool Car Distribution for Agents, Brokers and General Merchandise Houses.

Member of American Chain of Warehouses

Soup Mix Men Form Trade Association

Because of the many problems common to all manufacturers of dehydrated soups, the leaders in this field met in New York last month to form a new association known as the Soup Mix Manufacturers. L. J. Gumpert, director of sales, B. T. Babbitt, Inc., was elected chairman of the new group.

Mr. Gumpert said that the extremely rapid growth of the soup mix industry was one of the reasons why an association was necessary. He declared that the sale of soup mixes had increased from \$300,000 in 1933 to an estimated \$40,000,000 in 1943. The association spokesman said that the two most pressing problems before the manufacturers are raw material shortages and rationing.

Robert Smallwood, president, Thomas J. Lipton, Inc., was named vice-chairman, and Robert Brenner, Aunt Polly Soup Mix, secretary-treasurer.

Better Marking of Freight Called Practical Economy

Addressing the Junior Traffic Club of Chicago, in a meeting held as a feature of the "Perfect Shipping Month" program, J. E. Marshall, special representative, Assn. of American Railroads, told of inspecting a carload of mixed merchandise, nearly all packed in corrugated containers, the sealing tape on two-thirds of which was loose. This condition, he declared, is not at all uncommon.

Improper marking, Mr. Marshall said, is also causing considerable trouble, as indicated by the great volume of stray freight in the hands of all transportation agencies. "An improperly marked package," he added, "will probably miss the boat and be found twirling endlessly in the flowing stream of freight, while the customer fumes and fidgets, waiting for the merchandise which is not there.

"The only excuse for failure to mark freight, is that it takes time," he went on. "But it also takes up a great deal more time of the customer, the time of ten or more other busy people, who must try to get the package back into distribution channels.

"Trouble is inherent in our method of distribution," he said, "and extra care in marking is called for if the customer is to be served to the best advantage. He is not being served unless his stuff reaches the destination in good shape. Many shippers," he added, "are afraid to wet the tape on fiber containers; they may have been told that the glue will rub off."

If container manufacturers could find time to look around on the transportation lines, they might, he suggested, get some ideas that would improve their manufacturing processes and their salesmanship. Plenty of containers are sold, he charged, although the salesman knows they will not serve the purpose for which they are intended. (Slawson)

WASHINGTON—WEST VIRGINIA—WISCONSIN

ABERDEEN, WASH.

Established 1916

A. A. STAR TRANSFER CO., Inc.
321 W. STATE ST.
Merchandise & Household Goods Storage

MEMBER



Private siding. Pool car distribution. Consign shipments via any railroad. Open yard storage. Long distance moving.

Member of A.W.A.—May.W.A.

TACOMA, WASH.

Pacific Storage and Transfer Co.
Drayage Storage Distribution



Forward Stop in Transit and Pool Cars
In Our Care
Located in Center Of Wholesale District
Nearest Distributing Point
(To) Fort Lewis, Camp Murray, McChord Field
Member AWA—ACW—Wash. State Assn.

SEATTLE, WASH.

EYRES TRANSFER & WAREHOUSE CO.

A Seattle Institution—54 years of outstanding service

Cartage — Distribution — Storage
Highest financial rating; new fireproof, A.D.T. sprinklered buildings; lowest insurance rate (10.2c); modern equipment.
"The Shippers' Open Door to Alaska and the Orient"

TACOMA, WASH.

TERMINAL WAREHOUSES, INC.

MDSE. WAREHOUSING and DISTRIBUTION
Concrete and Steel Warehouse located on N.P.R.R. Tracks. Close to all Railway and Motor Freight Terminals. Special Lockers for Salesmen's Samples.
Swift and Frequent Service to Fort Lewis, McChord Field and Bremerton Navy Yard
P. O. BOX 1157 — TACOMA, Wash.

SEATTLE, WASH.

LET LYON GUARD YOUR GOODS



Carload
Distributors

PORTLAND, Ore. SEATTLE
2111 N. W. Westover Rd. 2030 Dexter Ave.
Walter Holligues, Mgr. Dean McLean, Mgr.

HUNTINGTON, W. VA.

Every facility for you and your patrons' convenience to secure your share of this Five Hundred Million Dollar market is available through

THE W. J. MAIER STORAGE COMPANY

SEATTLE, WASH.

J. R. GOODFELLOW, Pres.

OLYMPIC WAREHOUSE & COLD STORAGE CO.

MERCHANDISE STORAGE & DISTRIBUTION

1203 Western Avenue Seattle, Wash.
Cold Storage — Dry Storage — Rentals — Pool Car Distribution — Office Rentals
Fireproof, brick const.; Sprinkler system; Insurance rate: 12.8c. Siding connects with all rail lines.
Bonded U. S. Customs; State License No. 2.
Member of A.W.A. (C.S.) Wash. State Whsmns. Assn.

APPLETON, WIS.

Owner, G. H. Buchert Established 1894



BUCHERT TRANSFER LINE

500 North Superior St.
Merchandise and Household Goods Storage
Pool Car Distribution
Motor Freight Terminal for
Royal Transit Inc., Pope Bros. R. T. Co.,
Wesley Freight Line, Steffe Freight Line
Chicago Northwestern siding, free switching
Member May.W.A.

SEATTLE, WASH.

Lloyd X. Coder, Pres.-Mgr.

Est. 1919

SYSTEM Transfer & Storage Co.

2601-11 Second Avenue

Warehousemen & Distributors of
General Merchandise and Household Goods
Office and Desk Space—Low Insurance Rates
Member—A.W.A.—W.S.W.A.—N.F.W.A.—S.T.O.A.

APPLETON, WIS.

Owner, Harry H. Long

Est. 1928

HARRY H. LONG MOVING & STORAGE
MERCHANDISE - HOUSEHOLD GOODS - MOTOR FREIGHT

Pool Car Distribution Sales Representation
Brick building equipped for economical storage and distribution. Reached by C&NW — Soo-CH&STP.
Motor Freight Terminal Members of WisWA—N.F.W.A.
115 So. Walnut St.

SEATTLE, WASH.

TAYLOR-EDWARDS
Warehouse & Transfer Co., Inc.

Free switching service—Low insurance rates—A.D.T. Service,
Associated with leading warehouses through
DISTRIBUTION SERVICE, INC.
New York Chicago San Francisco
Members of—American Warehousemen's Assn.: Washington State
Warehousemen's Assn.

GREEN BAY, WIS.

Established 1903

LEICHT TRANSFER & STORAGE CO.

Main Office: New York Office: Marinette Office:
123 So. Broadway Interlake Terminals, Inc. 1720 Pierce St.
Green Bay, Wis. 271 Madison Ave. Marinette, Wis.

Merchandise Storage U. S. Customs, State and
Pool Car Distribution Public Bonded
Transit Storage 30 Car Track Capacity
Household Goods Storage Modern Handling Equipment
Heated—Unheated—Yard Storage Private Siding on C&NW
Waterfront Facilities CMSIP&P, GB&W Lines
Stevedore Services Reciprocal Switching all lines

Complete local and over-the-road truck services with 70 units of all types of equipment, including low-bed trailers, winches and cranes.

Aero-Mayflower moving and storage.

Inquiries invited

Member: A.W.A.—Wis. WA—Mayflower WA

SEATTLE, WASH.

Post graduates in moving personnel

SEATTLE TERMINALS
UNIVERSITY WAREHOUSE, INC.

1017 EAST 40TH STREET, SEATTLE
Exclusive agent for Mayflower vans. Seattle's finest, most modern warehouse for the handling of household goods and personal valuables. Located in Seattle's fast-growing University district. Serving Sand Point Naval Air Base.
R. G. CULBERTSON, President
WM. TELL LAUBE, JR., Sec.-Treasurer



SPOKANE, WASH.

The SPOKANE TRANSFER & STORAGE CO.
308-316 PACIFIC AVE.
THE INLAND EMPIRE'S LARGEST DISTRIBUTORS
MEMBERS: AWA-ACW-WSWA

GREEN BAY, WIS.

Established 1911

PETERS TRANSFER & STORAGE COMPANY

221 Phoebe Street, Green Bay, Wisconsin

MERCHANDISE & HOUSEHOLD
GOODS STORAGE

Pool Car Distribution

Private siding, G.B. & W. R.R. Reciprocal Switching
Member AWI NFWA



WISCONSIN—CANADA

MADISON, WIS.

LOW INSURANCE RATE

CENTRAL

STORAGE AND WAREHOUSE COMPANY

COLD STORAGE
DRY STORAGE
FREEZER STORAGE

612 W. Main St.

MADISON, WIS.

Established 1888

Reynolds Transfer & Storage Co.

725 E. Mifflin St.

Merchandise and Household Goods Storage Pool Car Distribution

Haulers of Contractor's Equipment and Heavy Machinery to all points.
Private Siding Chicago & Northwestern R. R.

Reciprocal switching
Agent Greyvan Lines



MILWAUKEE, WIS.

ATLAS STORAGE CO.

MILWAUKEE'S ONLY DOCK WAREHOUSE
ON JOINT TRACKS CMSTP&RR AND CANWRY

647 W. VIRGINIA ST.

MILWAUKEE, WIS.

— UNEXCELLED —

WAREHOUSING AND DISTRIBUTION FACILITIES
POOL CAR DISTRIBUTION • STORAGE IN TRANSIT

— SPECIAL —

FACILITIES FOR DRUMMING BULK OILS FROM
TANK CARS

Represented by
DISTRIBUTION SERVICE, INC.
New York—Chicago—San Francisco

MILWAUKEE, WIS.

ESTABLISHED 36 YEARS

850 Foot Dock



HANSEN STORAGE CO.
Largest in Wisconsin
18 Warehouses
A.D.T. Service
Specializing in—
Merchandise Distribution and Complete Branch House Services
TRACK CAPACITY FOR 50 CARLOADS
DEPENDABLE EXPERT QUICK SERVICE



MILWAUKEE, WIS.

LINCOLN

FIREPROOF WAREHOUSE CO.
WAREHOUSE SERVICE OF EVERY DESCRIPTION
RAILROAD SIDINGS AND DOCKING FACILITIES
LOCATED IN HEART OF BUSINESS DISTRICT
OFFICES: 206 W. HIGHLAND AVE.
Member of A.W.A.—W.W.A.—N.F.W.A.



MILWAUKEE, WIS.

NATIONAL TERMINALS CORPORATION

954 SO. WATER STREET
Tel. Mitchell 5444

Milwaukee's most modern and best located Waterfront Warehouse.
Automobile storage. Warehousing on unit basis for spot stocks. Storage
"in transit". Pool car distribution, Customs Bonded.

Member of A.W.A. & W.W.A.

MILWAUKEE, WIS.

"Milwaukee's Finest"

National Warehouse Corporation



— STATE BONDED —
EVERY CONCEIVABLE
WAREHOUSE & DISTRIBUTION
SERVICE AFFORDED
A.D.T. Service

468 E. Bruce St.
C. & N.W.R.R. Siding



MILWAUKEE, WIS.

TERMINAL STORAGE CO.

100-112 W. Seeboth St. — Phone Marquette 7091

Milwaukee, Wisconsin

Cooler, Freezer and General Merchandise Storage
Deep Water Dock, Private Siding
on C.M.&St.P. & P. R.R.

SHEBOYGAN, WIS.



SHEBOYGAN

Warehouse & Forwarding Co.

A Merchants & Manufacturers Warehouse

11th and Illinois Ave. Sheboygan, Wis.

Member of May, W.A. Wis. W.A.

CANADA

TORONTO, ONT.

M. A. RAWLINSON, Pres. & Gen. Mgr.

M. RAWLINSON, Ltd.

Established 1885

610 YONGE ST.

Seven Buildings to Meet All Requirements for Modern
Storage and Distribution

Customs Bonded. Pool Car Distribution. Household
Goods Moved, Packed, Shipped and Stored.

Members of CanS&T—NFWA—BAIFR—FWRA—TC&W—ALLIED VAN LINES

TORONTO, ONTARIO

TERMINAL WAREHOUSES LIMITED

Located on Toronto's Harbour Front in the heart of Industrial Ontario

COMPLETE MODERN STORAGE AND
DISTRIBUTION FACILITIES

Dry Storage Cold Storage Bonded Storage
Office and Light Manufacturing Space Lowest Insurance
Field Warehousing

MONTREAL, QUE.



St. Lawrence Warehouse Inc.

1-VAN HORNE AVENUE, MONTREAL, CANADA.

200,000 SQ. FT. OF MODERN FIREPROOF SPACE
LOCATED IN THE EXACT CENTER OF THE CITY
OF MONTREAL

Canadian Customs Bond. Private Siding—3 Car
Capacity—Free Switching—All Railroad Connections
New York Representative: Frank J. Tully
277 Broadway, New York City. Telephone Worth 2-6428

MONTREAL, QUEBEC

Established 1908

W. G. KENWOOD, Pres. & Man. Dir.



Westmount Transfer & Storage Ltd.

205 Olivier Ave., Westmount, P. Q.

LOCAL AND LONG DISTANCE MOVERS

Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

Member: N. F. W. A., C. S. & T. A.

Coast Livestock Trucking Equipment Down 40%

With 40 per cent less equipment suitable for the hauling of livestock available in California this year than last, according to the estimate of Roy B. Thompson, secretary-manager, Truck Owners Assn. of California, an emergency committee has been formed to study methods and plans for moving from ranch to ranch, and ranches to slaughterhouses, the heavy shipments that will start in March, and continue through to Fall. Spring lamb moves heavily in this area during March, April and May; cattle from May to autumn.

The Livestock Transportation Committee, formed under the auspices of ODT, includes representatives from cattlemen's associations, meat packers, Union stock yards, wool growers, the railroads, and trucking groups. Chairman is Chet Wing, secretary of California Wool Growers' Assn. Thompson represents the truck owners.

As a solution to the ominous situation that is developing with only slightly more than half enough equipment available this year (due to diversions to other hauling, or retirement from business), the committee is expected to suggest a program with the following three main points: (1) Get rid of the 35-mile limitation which further handicaps movement with restricted number of units; (2) permit livestock trucks to return without looking for return loads, thus saving time; (3) get Government to release frozen trucks for the handling of livestock this year.—*Gidlow.*

Holds Natural Rubber No Longer Essential

The quality of synthetic rubber being turned out in the United States has been so improved and its use learned so well that "natural rubber is not a permanent necessity," Dr. Robert V. Yohe told members of the Society of Automotive Engineers at Baltimore last month.

The B. F. Goodrich Co. chemist added that natural rubber now is just "something to tide us over until enough synthetic rubber becomes available for all needs."

As for the progress of the national synthetic rubber program, R. Yohe said that whereas at the outset "the prime objective of all of us was that of just making synthetic rubber, we have already progressed so that the rubber is assured and the prime objective now has become the attainment of a uniformly high quality."

66-MILE BELT

The largest single order for conveyor belt ever written in the history of the rubber industry, totalling more than 66 miles, has been awarded to B. F. Goodrich Co., Akron, O., W. S. Richardson, general manager of the company's industrial products division, has announced.

The belt, part of a huge war order placed recently, will go into production immediately in one of the company's plants now engaged in the manufacture of rubber and synthetic rubber products for the armed forces.

It will require 50 standard railroad cars to ship the big belt when completed, it is said. Destination of the order is a military secret.

Condemns Lack of Plans For Joint Conservation

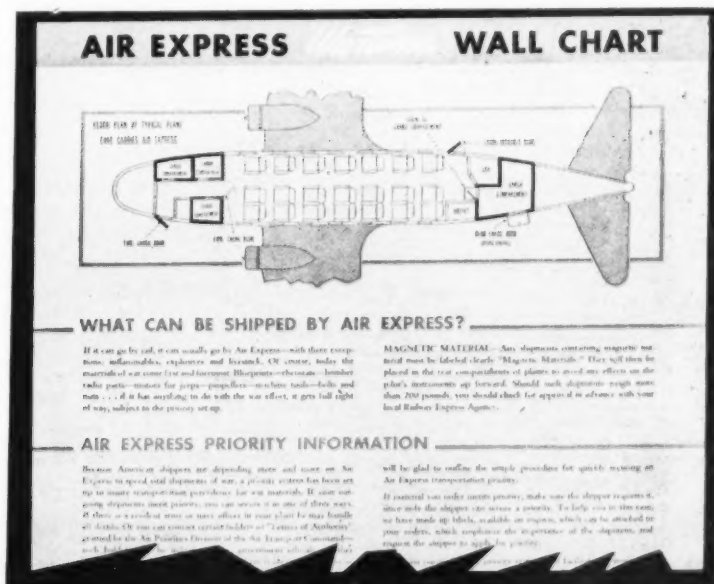
BALTIMORE — Jack Garrett Scott, general counsel, ODT, in an address here at the annual meeting of the Maryland Motor Truck Assn. declared that joint action among motor truck companies is necessary to conserve fuel and rubber, but that, so far as ODT knows, not a single plan has been put into effect anywhere between Baltimore and New York. Mr. Scott commended the motor carrier industry, however, for a wartime job it is doing in the face of great difficulties. (*Ignace*)

Motor Carriers Encouraged To Pool Shipments by ODT

Under a new procedure recently announced by ODT common carriers by motor trucks are granted immunity from prosecution under the anti-trust laws when operating on a joint basis in accordance with special ODT conservation orders. The new procedure, worked out co-operatively by WPB, the Department of Justice and ODT, is expected to reduce materially the time required to review the joint action plans upon which such orders are based.

As under the already-established program, common carriers may act jointly to conserve and better utilize facilities, services and equipment by one or more of the following methods:

- (a) Alternate or stagger motor truck schedules between two or more points.
- (b) Reciprocally exchange shipments of property between two or more points.
- (c) Pool traffic, revenues, or both, between two or more plants.
- (d) Jointly load for transportation or operate a motor truck or trucks between two or more points.
- (e) Divert traffic, operate joint terminals or joint pick-up or delivery vehicles.
- (f) Establish arrangements with other carriers for the interchange of equipment.
- (g) Appoint one of their own number or any other carrier to act as its or their individual, common or joint agent, to concentrate, receive, load, forward, unload, distribute, and deliver property.



Courtesy Railway Express Agency
... Facsimile of top section of new air express "Wartime Wall Chart", issued by Railway Express Agency to give shippers concise information on priorities, plane capacity, weight limitations, shipment dimensions, and rates.

the distribution of tomorrow . . .

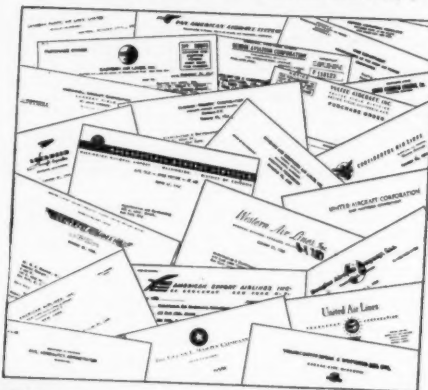
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WHY IS D and W READ in the AVIATION INDUSTRY?



PUBLICATIONS, INC.

100 East 42nd Street, New York



Get in touch with

Harry S. Pack
Harry S. Pack, Chief
Air Cargo Technical Development

of the Pennsylvania-Central Airlines Corp., National Airport, Washington, D. C., who has written to us, in part, as follows:

"I note in your advertisement, 'Yes, the Tail Should Be Raised,' that you mention a 31-page reprint of handling equipment specifications. Would it be possible for me to obtain a copy of this?"

"If there is any way you can do so, I would appreciate your asking any people with new ideas on cargo handling, cargo handling equipment, etc., to get in touch with me. I will be pleased to cooperate with any of them, to the extent of my ability, in developing new handling equipment."

This is one of the types of coordinated planning that D and W has been urging in its educational advertisements. More of it is needed—it is needed NOW—and we reiterate our willingness to devote editorial space in D and W and advertising space in SRDS, to the exchange of ideas that will help Speed the Victory and Win the Peace, through Air Cargo and its allied industries that will perfect the Distribution of Tomorrow.



PUBLICATIONS, INC.

100 East 42nd Street, New York



Complimented on Our Foresight

Here are a few excerpts from an airline subscriber's letter:

"You are doing a very thorough and important job and you are to be complimented on your foresight in connection with air cargo."

"I am anxious to acquaint the Motor Carriers with our problems so that they all may be thinking about them—"

"It is obvious to me that all airlines will work more with the Motor Carriers than with the Railroads."

D and W has been promised an article by this subscriber; one that will probably be most appropriate for publication in the October Motor Transportation issue, which henceforth will be called the

AIR and MOTOR CARGO ISSUE.

The Truck, Trailer and Cargo Plane manufacturers, the Airlines and Motor Carriers, are invited to contribute statements for publication in behalf of the coordination of their facilities that are destined, together, to speed the Distribution of Tomorrow.



PUBLICATIONS, INC.

100 East 42nd Street, New York



These three D and W ads reprinted from SRDS, May, 1943